



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

INITIAL STUDY

Kaiser Permanente Los Angeles Medical Center Project

Case Number: ENV-2015-4476-EIR

Project Addresses: 1317, 1321, 1329, & 1345 North Vermont Avenue; 1328 North New Hampshire Avenue; 4760 Sunset Boulevard; 1505 North Edgemont Street; 1526 North Edgemont Street; 1517 North Vermont Avenue; 1430 & 1424 North Alexandria Avenue Los Angeles, California 90027.

Community Plan Area: Hollywood

Council District: 13—O'Farrell

Project Description: The Project proposes to expand the existing Kaiser Permanente Los Angeles Medical Center (Medical Center) campus by replacing facilities and adding new buildings. The Project would proceed under a Master Plan/Development Plan Permit for the Medical Center. The Project is proposed in three phases. The first phase of development would include the demolition of existing commercial and duplex structures at 1345 North Vermont Avenue and the construction of a parking structure and medical office building at 1321 North Vermont Avenue, 1345 North Vermont Avenue, and 1328 North New Hampshire Avenue; construction of a procedure center addition to the 4760 Sunset Boulevard building; and demolition of the 1505 North Edgemont Street and 1526 North Edgemont Street medical office buildings. The second phase of the development would include the demolition and reconstruction of the 1517 North Vermont Avenue parking structure and construction of an addition to the existing hospital at 4867 Sunset Boulevard or, alternatively, construction of a medical office building at 1526 North Edgemont Street. The third phase of the development would include the construction of an addition to the 4950 Sunset Boulevard parking structure and construction of a new medical office building at 1505 North Edgemont Street. The proposed buildings would total 427,400 square feet (sf) with an additional 655,015 sf of parking structure area, for a total of 1,082,415 sf.

PREPARED FOR:
The City of Los Angeles
Department of City Planning

PREPARED BY:
Dudek

APPLICANT:
Kaiser Foundation Hospitals

September 2017

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ACRONYMS AND ABBREVIATIONS

BAAQMD	Bay Area Air Quality Management District
CEQA	California Environmental Quality Act
City	City of Los Angeles
CMP	Congestion Management Program
EIR	environmental impact report
GHG	greenhouse gas
LAMC	Los Angeles Municipal Code
Medical Center	Kaiser Permanente Los Angeles Medical Center
MOB	Medical Office Building
sf	square feet
SNAP	Station Neighborhood Area Plan

CITY OF LOS ANGELES

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT INITIAL STUDY AND APPENDIX G CHECKLIST

LEAD CITY AGENCY	COUNCIL DISTRICT	DATE
City of Los Angeles Department of City Planning	13, Mitch O'Farrell	September 21, 2017

RESPONSIBLE AGENCIES

Southern California Air Quality Management District; Los Angeles Regional Water Quality Control Board

PROJECT TITLE/NO.

Kaiser Permanente Los Angeles Medical Center Project

CASE NOS.

ENV-2015-4476-EIR
CPC-2017-846-SP
VTT-74846
VTT-74847
VTT-74848

PROJECT LOCATION

1317, 1321, 1329, & 1345 North Vermont Avenue; 1328 North New Hampshire Avenue; 4760 Sunset Boulevard; 1505 North Edgemont Street; 1526 North Edgemont Street; 1517 North Vermont Avenue; 1430 & 1424 North Alexandria Avenue, Los Angeles, California, 90027. See Figure 2.

APPLICANT NAME AND ADDRESS

Kaiser Foundation Hospitals 393 East Walnut Street, 4th
Floor 043W02
Pasadena, CA 91188

PHONE NUMBER

626-405-5385

PROJECT DESCRIPTION:

The Project proposes to expand the existing Kaiser Permanente Los Angeles Medical Center (Medical Center) campus by replacing facilities and adding new buildings. The Project would proceed under a Master Plan/Development Plan Permit for the Medical Center. The Project is proposed in three phases. The first phase of development would include the demolition of existing commercial and duplex structures at 1345 North Vermont Avenue and the construction of a parking structure and medical office building at 1321 North Vermont Avenue, 1345 North Vermont Avenue, and 1328 North New Hampshire Avenue; construction of a procedure center addition to the 4760 Sunset Boulevard building; and demolition of the 1505 North Edgemont Street and 1526 North Edgemont Street medical office buildings. The second phase of the development would include the demolition and reconstruction of the 1517 North Vermont Avenue parking structure and construction of an addition to the existing hospital at 4867 Sunset Boulevard or, alternatively, construction of a medical office building at 1526 North Edgemont Street. The third phase of the development would include the construction of an addition to the 4950 Sunset Boulevard parking structure and construction of a new medical office building at 1505 North Edgemont Street. The proposed buildings would total 427,400 square feet (sf) with an additional 655,015 sf of parking structure area, for a total of 1,082,415 sf. See Attachment A for a detailed project description.

ENVIRONMENTAL SETTING:

The approximate 15.34-acre Kaiser Los Angeles Medical Center is located along Sunset Boulevard between North Alexandria Avenue and North Vermont Avenue in the Hollywood Community Plan Area of the City of Los Angeles. See Attachment A for a detailed explanation of the environmental setting.

SURROUNDING LAND USES:

Land uses generally surrounding the Kaiser Los Angeles Medical Center include open space, specifically Barnsdall Art Park to the north; commercial uses to the northeast along North Vermont Avenue; residential and commercial uses to the east and southeast, including the Children's Hospital of Los Angeles and the Hollywood Presbyterian Medical Center along Sunset Boulevard and North Vermont Avenue; residential and commercial uses to the south, including the Church of Scientology of Los Angeles; and residential and commercial uses to the west. See Attachment A for more details about the surrounding land uses.

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

Outreach to California Native American tribes traditionally and culturally affiliated with the project area began on August 17, 2017. No requests for consultation have been received to date.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION (to be completed by Lead Agency)

On the basis of this initial evaluation:

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

Alejandro A. Huerta

PRINTED NAME



SIGNATURE

City Planning Associate

TITLE

213-978-1454

TELEPHONE NUMBER

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

I. AESTHETICS. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
IV. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

V. CULTURAL RESOURCES: Would the project:

a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input 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, caused in whole or in part by the project's exacerbation of the existing environmental conditions? Refer to Division of Mines and Geology Special Publication 42.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking caused in whole or in part by the project's exacerbation of the existing environmental conditions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv. Landslides, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

VII. GREENHOUSE GAS EMISSIONS. Would the project:

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

VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment caused in whole or in part from the project's exacerbation of existing environmental conditions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including, where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands, caused in whole or in part from the project's exacerbation of existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IX. HYDROLOGY AND WATER QUALITY. Would the project:

a. Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XII. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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"/>

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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

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

XV. RECREATION.

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

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"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input 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. TRIBAL CULTURAL RESOURCES.

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XVIII. UTILITIES AND SERVICE SYSTEMS. Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XIX. MANDATORY FINDINGS OF SIGNIFICANCE.

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

Initial Study

Attachment A: Project Description

Project Summary

The Project proposes to expand the existing Kaiser Permanente Los Angeles Medical Center (Medical Center) campus by replacing facilities and adding new buildings. The Project would proceed under a Master Plan/Development Plan Permit for the Medical Center. The Project is proposed in three phases. The first phase of development would include the demolition of existing commercial and duplex structures at 1345 North Vermont Avenue and the construction of a parking structure and medical office building at 1321 North Vermont Avenue, 1345 North Vermont Avenue, and 1328 North New Hampshire Avenue; construction of a procedure center addition to the 4760 Sunset Boulevard building; and demolition of the 1505 North Edgemont Street and 1526 North Edgemont Street medical office buildings. The second phase of the development would include the demolition and reconstruction of the 1517 North Vermont Avenue parking structure and construction of an addition to the existing hospital at 4867 Sunset Boulevard or, alternatively, construction of a medical office building at 1526 North Edgemont Street. The third phase of the development would include the construction of an addition to the 4950 Sunset Boulevard parking structure and construction of a new medical office building at 1505 North Edgemont Street. The proposed buildings would total 427,400 square feet (sf) with an additional 655,015 sf of parking structure area, for a total of 1,082,415 sf.

A. Environmental Setting

1. Project Location

The approximate 15.34-acre Medical Center Project site is located along Sunset Boulevard between North Alexandria Avenue and North Vermont Avenue in the Hollywood Community Plan Area of the City of Los Angeles, California, 90027. The Project area is generally located northeast of the Hollywood Freeway (U.S. Highway 101) and southwest of Interstate 5 (Figure 1 Regional and Vicinity Map).

In this document, the term “Medical Center campus” refers to the entirety of the Kaiser facility, which is within the Unified Hospital Development boundary shown in Figure 2, Unified Hospital Development Boundary. The properties that are proposed for redevelopment under the Project are also within this boundary. The existing Medical Center campus consists of a collection of medical buildings and parking structures, several of which are proposed for demolition as part of the Project. The Medical Center campus includes other structures that would remain in place (Figure 3 Existing Site Plan and Proposed Demolition).

In this document, the term “Project site” refers to the properties on which the proposed redevelopment would occur. These properties are outlined in Figure 4, Proposed Site Plan, as the “Proposed Project/Building Sites.” As shown in Figure 4 Proposed Site Plan, the proposed building sites are:

- Site 1: 1317, 1321, 1329, & 1345 North Vermont Avenue, 1328 North New Hampshire Avenue
- Site 2: 4760 Sunset Boulevard
- Site 3: 1505 North Edgemont Street
- Site 4: 1526 North Edgemont Street
- Site 5: 1517 North Vermont Avenue
- Site 6: 1430 & 1424 North Alexandria Avenue

Zoning and General Plan Designations

The Project site is primarily designated Community Commercial in the Hollywood Community Plan and is zoned C2-CSA1 (Commercial – Centers Study Area, Height District 1) with the following exceptions. The western portion of Site 1 (1328 North New Hampshire Avenue) is designated Community Commercial and is zoned R4-1 (Multiple Dwelling Zone, Height District 1). The northern portion of Site 4 is zoned PB-1 (Parking Building). The entirety of Site 6 is designated Low Medium II Residential and is zoned RD2-1XL (Restricted Density Multiple Dwelling Zone, Height District 1XL). See Figure 5, Land Use Designations, and Figure 6, Zoning.

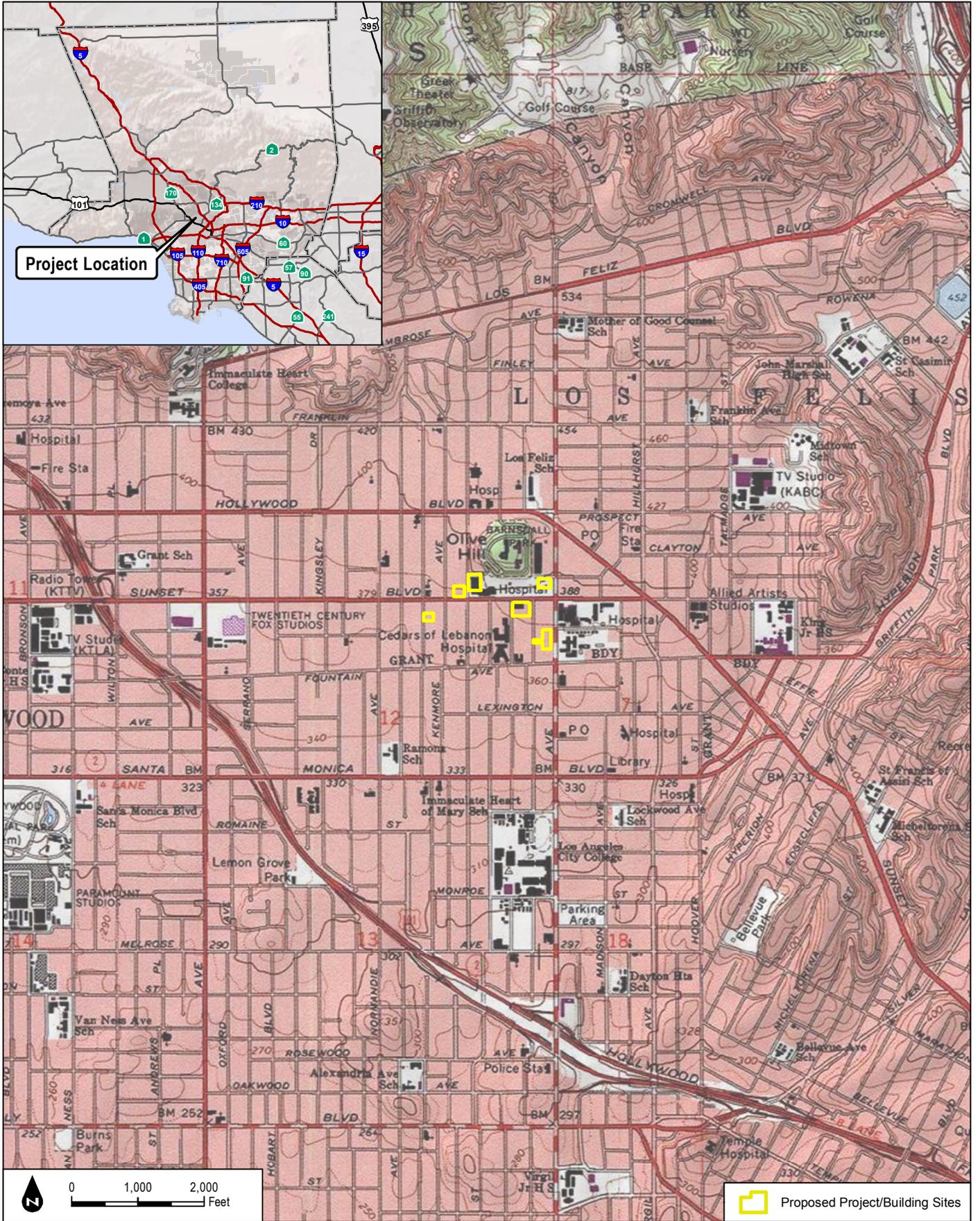
The Project site is within a Transit Priority Area (ZI No. 2452), and the State Enterprise Zone (ZI No. 2374). All properties within the Project site are within the Vermont/Western Transit Oriented District Specific Plan Area/Station Neighborhood Area Plan (SNAP), Subarea C (Community Center), with the exception of Site 6, which is not within the SNAP boundaries. In addition, all properties are within the East Hollywood Property and Business Improvement District, with the exception of Site 6 and the western portion of Site 1.

2. Existing Conditions

Table 1-1, Project Summary Table, on page 27 lists the existing uses at each site that is proposed for redevelopment.

3. Surrounding Land Uses

Land uses generally surrounding the Medical Center campus include open space, specifically Barnsdall Art Park to the north; commercial uses to the northeast along North Vermont Avenue; residential and commercial uses to the east and southeast, including the Children’s Hospital of Los Angeles and the Hollywood Presbyterian Medical Center along Sunset Boulevard and North Vermont Avenue; residential and commercial uses to the south, including the Church of Scientology of Los Angeles; and residential and commercial uses to the west.



SOURCE: ESRI 2017; USGS 7.5-Minute Series Hollywood Quadrangle.

FIGURE 1
Regional and Vicinity Map



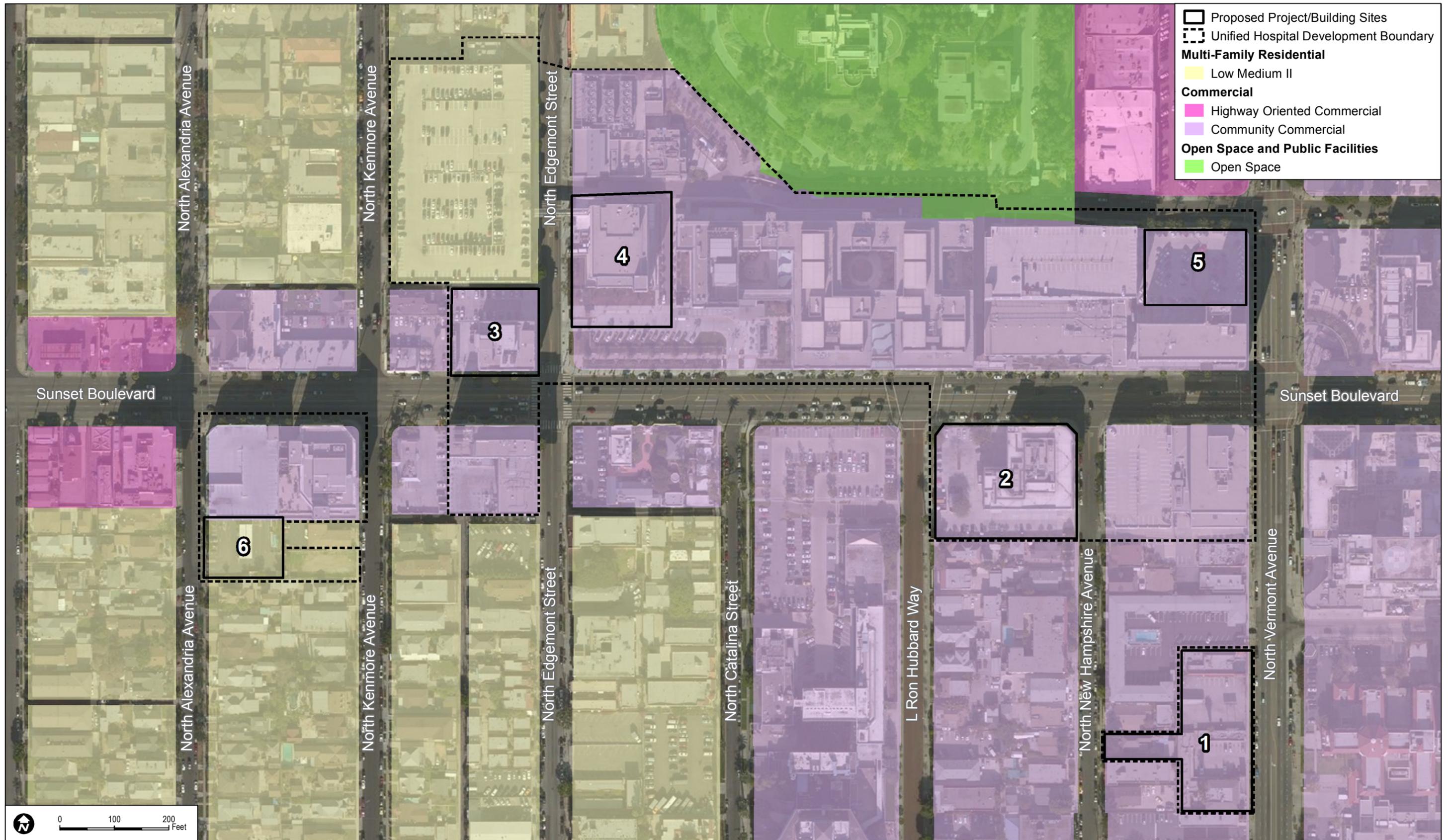
SOURCE: Bing Maps 2017

FIGURE 2
Unified Hospital Development Boundary



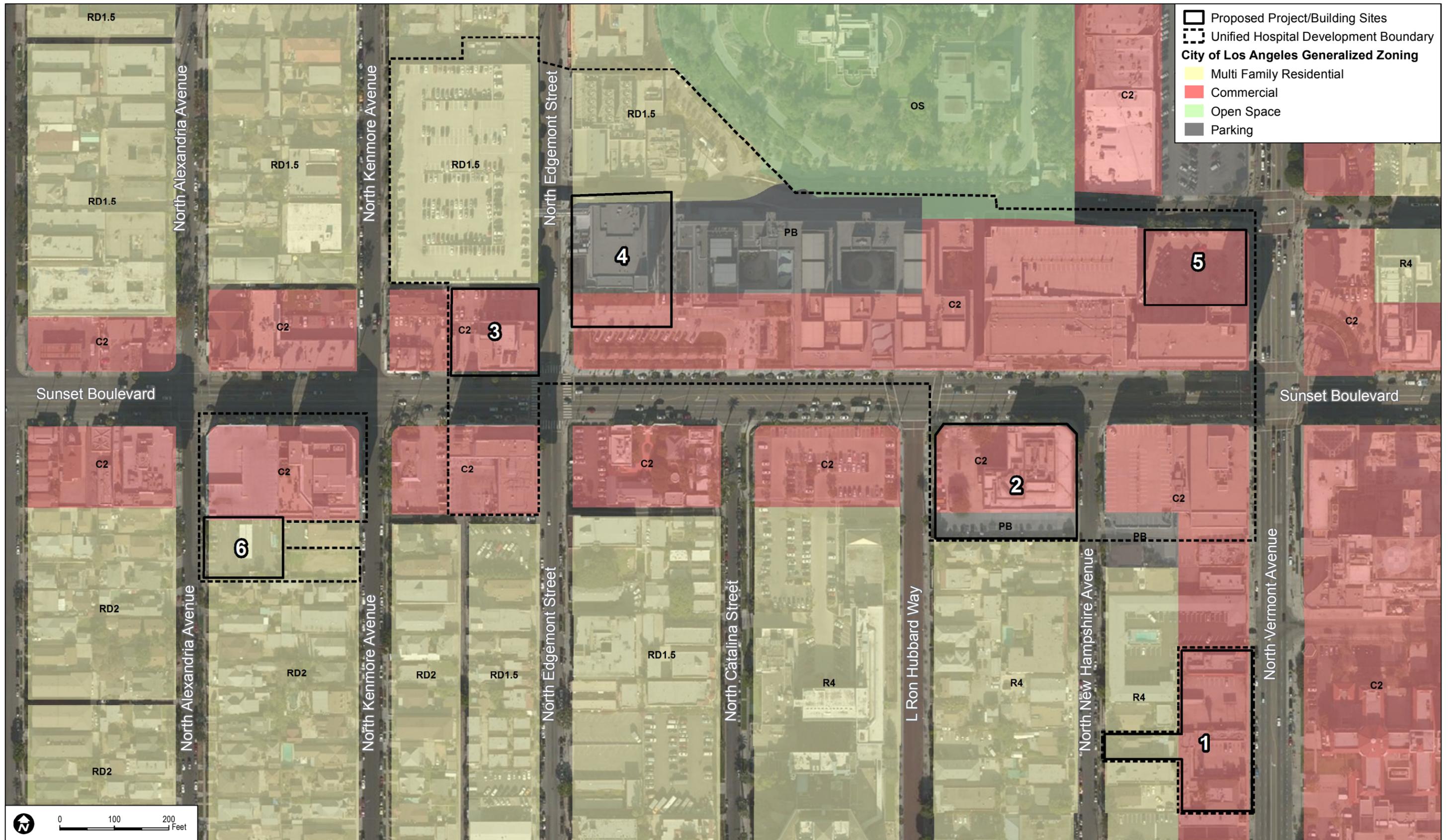
SOURCE: Perkins and Will, 2017

FIGURE 4
Proposed Site Plan



SOURCE: Perkins and Will, 2017; Bing Maps 2017

FIGURE 5
Land Use Designations



SOURCE: Perkins and Will, 2017; Bing Maps 2017

FIGURE 6
Zoning

B. Project Description

1. Project Overview

Kaiser Permanente is proposing to replace medical office buildings of the Kaiser Permanente Medical Center campus and to build new health care facilities on adjacent parcels of land. The Project would proceed under a Master Plan/Development Plan Permit. The Project is proposed to be implemented in three phases and would include new and replacement medical office buildings, procedure centers, hospital additions, and parking structures on the Project site, as discussed in detail below.

The existing Medical Center campus site is approximately 2 million sf. The total building area to be demolished is 215,408 sf. The total building area to be constructed is 427,400 sf. The total parking area to be demolished is 19,199 sf. The total parking area to be constructed is 655,015 sf. The Project's phased development would occur between 2020 and 2030. The Project will be developed in up to three phases. For all phases of the Project, worst-case assumptions are used to evaluate potential effects. The following sections describe each of the Project phases. The components of each phase are summarized in Table 1-1 on page 27.

Phase 1: Construct Medical Office Building (MOB) and Parking Structure on Site 1, Construct Procedure Center Addition on Site 2, and Demolish MOB at Site 3 and Site 4

Phase 1 of the Project would commence in 2020 and be completed by 2024. During Phase 1, the existing commercial and residential structures totaling approximately 15,517 sf at Site 1 would be demolished and replaced with a building containing structured parking and an MOB. The building would have a maximum height of 129 feet (nine stories; five above grade, four below grade). The parking structure portion would be 285,870 sf and would provide a total of 582 parking stalls. The parking structure portion of the building would also include retail space on the ground floor. The MOB portion would be 128,500 sf.

Phase 1 would also include the concurrent construction of a new 50,000-sf, four-story Procedure Center addition at Site 2 for expanded outpatient perioperative space, as well as an expanded/relocated Gastrointestinal Clinic and Procedural Lab. The Procedure Center addition would expand an existing 60,000-sf, three-story MOB at 4760 Sunset Boulevard, for a total of 110,000 sf of medical office space at the 4760 Sunset Boulevard property. The addition would replace an existing 39-stall surface parking lot. Ten parking stalls would remain at Site 2 after project implementation. The Procedure Center Addition would have a maximum height of 100 feet (four stories) above grade.

Additionally, as part of Phase 1, the existing eight-story, 120,556-sf MOB located on Site 4 would be demolished. Finally, as part of Phase 1, the existing seven-story, 79,335-sf MOB located on Site 3 would be demolished.

Phase 2: Demolish and Replace the Parking Structure at Site 5, New MOB OR Hospital Addition at Site 4

Phase 2 of the Project would commence in 2024 and be completed by 2028. As part of Phase 2, the existing two-story, 19,199-sf, 186-stall parking structure located at Site 5 would be demolished and replaced with a new 636-stall, 246,566-sf parking structure that would be approximately 90 feet in height above grade (10 stories; eight above grade and two below grade). The parking structure would have 2,300 sf of commercial retail space on the ground floor. Concurrently, the existing MOB on Site 4, which is proposed for demolition under Phase 1, would be replaced with a 132,700-sf MOB having a maximum height of 89 feet above grade (six stories; five above grade and one below grade). Alternatively, this same site would be used for an addition to the existing adjacent hospital at 4867 Sunset Boulevard. The hospital expansion would total 161,600 sf, and the structure would be 105 feet in height above grade (six stories; five above grade and one below grade). The hospital addition would support 105 beds. To ensure a conservative environmental analysis, this Initial Study will analyze both the MOB and hospital additions, but will draw its impact conclusions from the worst-case scenario (i.e., the option with the maximum intensity of uses, which would result in the most environmental impacts).

Phase 3: Construct Parking Structure Addition at Site 6 and Construct New Medical Offices on Site 3

Phase 3 of the Project would commence in 2028 and be completed by 2030. A 200-stall parking structure addition would be constructed on Site 6, on the south side of the existing 4950 Sunset Boulevard parking structure. The existing parking structure at 4950 Sunset Boulevard has 519 stalls and would remain. The height of the parking structure addition would be 90 feet (eight stories above grade).

New medical offices totaling 85,000 sf would be constructed at Site 3. The existing MOB would be demolished during Phase 1. The new medical office structure at this property would be 85 feet in height (five stories).

**Table 1-1
Project Summary Table**

Existing Uses to be Removed	Proposed Uses
Phase 1 (2020–2024)	
<i>Site 1: New MOB and Parking Structure</i>	
<ul style="list-style-type: none"> 15,517 sf of single-story commercial and residential structures (6 structures in total); surface parking lots 	<ul style="list-style-type: none"> MOB (128,500 sf) and 582-stall parking structure (285,870 sf) 129 feet in height (9 stories; 5 above grade, 4 below grade)
<i>Site 2: Procedure Center Addition</i>	
<ul style="list-style-type: none"> 39 surface parking stalls 	<ul style="list-style-type: none"> 50,000-sf Procedure Center addition to an existing MOB at 4760 Sunset Boulevard (for a total of 110,000-sf medical office space at this property); 10 parking stalls to remain 100 feet in height (4 stories) above grade

**Table 1-1
Project Summary Table**

Existing Uses to be Removed	Proposed Uses
<i>Site 3: Demolition of an Existing MOB</i>	
<ul style="list-style-type: none"> 79,335-sf MOB 103 feet in height (7 stories) above grade 	<ul style="list-style-type: none"> New construction at this site to occur during Phase 3
<i>Site 4: Demolition of an Existing MOB</i>	
<ul style="list-style-type: none"> 120,556-sf MOB 8 stories, above grade 	<ul style="list-style-type: none"> New construction at this site to occur during Phase 2
Phase 2 (2024–2028)	
<i>Site 5: New Parking Structure</i>	
<ul style="list-style-type: none"> 19,199-sf parking structure with 186 stalls 4 stories (2 above grade, 2 below grade) 	<ul style="list-style-type: none"> 246,566-sf parking structure with 636 stalls 2,300 sf of ground floor retail/commercial space 90 feet in height (10 stories, with 8 above grade, 2 below grade)
<i>Site 4: Reconstructed MOB or Hospital Addition</i>	
<ul style="list-style-type: none"> Demolition at this site to occur during Phase 1 	<ul style="list-style-type: none"> 132,700-sf MOB 89 feet in height (6 stories, with 5 above grade, 1 below grade) OR 161,600-sf, 105-bed hospital addition and bridge connections to existing hospital 105 feet in height (6 stories, with 5 above grade, 1 below grade)
Phase 3 (2028–2030)	
<i>Site 6: Parking Structure Addition</i>	
<ul style="list-style-type: none"> existing surface parking area and temporary, single-story structure at 1430 & 1424 North Alexandria 	<ul style="list-style-type: none"> 200-stall parking structure addition at 1430 & 1424 North Alexandria (122,579 sf) 90 feet in height (8 stories above grade)
<i>Site 3: New Medical Offices</i>	
<ul style="list-style-type: none"> Demolition at this site to occur during Phase 1 	<ul style="list-style-type: none"> 85,000-sf medical offices 85 feet in height (5 stories above grade)
Totals	
<i>Building and Parking Structure Square Footage</i>	
Total demolition	234,607 sf
Total new construction	1,082,415 sf
Net increase	847,808 sf
<i>Parking</i>	
Total removed	225 spaces (Phase 1 & 2), 9 spaces (Phase 3)
Total new	1,234 spaces (Phase 1 & 2), 200 spaces (Phase 3)
Net increase	1,200 spaces

2. Sustainability Features

The Project would be constructed to incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green

Building Code and CALGreen. These standards would reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure. The Project would be designed to meet the requirements for the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Silver or equivalent.

a. CEQA Guidelines Appendix F

In accordance with California Environmental Quality Act (CEQA) Guidelines Appendix F, the environmental impact report (EIR) will provide further information as to energy conservation, energy implications, and the energy-consuming equipment and processes that would be used during Project construction and operation. Design features of the Project, energy supplies that would serve the Project, and total estimated daily vehicle trips that would be generated by the Project will also be analyzed. Further analysis of the Project's consistency with Appendix F will be provided in the EIR.

C. Project Construction and Scheduling

The Project would be implemented in three phases. The first phase would begin in 2020 and would be completed by 2024. The second phase would begin in 2024 and would be completed by 2028. The third phase would begin in 2028 and would be completed by 2030.

D. Requested Permits and Approvals

- The list below includes the anticipated requests for approval of the Project. The EIR will analyze impacts associated with the Project and will provide environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits and approvals required to implement the Project include, but are not necessarily limited to, the following: Pursuant to Los Angeles Charter Section 555 and Los Angeles Municipal Code (LAMC) Section 11.5.7-G, Specific Plan Amendment for a project located within the Vermont/Western Transit Oriented District Specific Plan/SNAP area to:
 1. Amend Section 4 of the SNAP to revise the Definition of a Unified Hospital Development Site.
 2. Permit signs that the SNAP specifically identifies as prohibited signs
 3. Permit a boundary change to the SNAP, to include the properties at 1430 & 1424 North Alexandria Avenue and 1423 North Kenmore Avenue within Subarea C of the SNAP boundaries.

4. Permit a boundary change to the SNAP, to include the properties at 1549 North Edgemont Street and 1559 North Edgemont Street within Subarea C in lieu of Subarea B;
- Pursuant to LAMC Section 11.5.7-C, Project Permit Compliance Review for a project located within the SNAP area;
 - Pursuant to LAMC Section 16.05, Site Plan Review to permit a development project which creates, or results in an increase of, 50,000 gross sf or more of nonresidential floor area;
 - Pursuant to LAMC Section 17.15, Vesting Tentative Tract Map No. 74846 to permit the merger and resubdivision of existing parcels into six ground lots;
 - Pursuant to LAMC Section 17.15, Vesting Tentative Tract Map No. 74847 to permit the merger of existing parcels into one ground lot;
 - Pursuant to LAMC Section 17.15, Vesting Tentative Tract Map No. 74848 to permit the merger of existing parcels into one ground lot;
 - Development Agreement, pursuant to Government Code Sections 65864-65869.5.
 - Associated building permits, including demolition permits, grading permits, excavation permits, and foundation permits; and
 - Haul route approval and other entitlements and approvals as deemed necessary, and as required by the City of Los Angeles (City) to implement the Project.

Initial Study

Attachment B: Explanation of Checklist Determinations

I. Aesthetics

Pursuant to SB 743 (PRC §21099(d)), “[a]esthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” The City of Los Angeles Department of City Planning issued Zoning Information File ZI No. 2451, which provides further instruction concerning the definition of transit priority projects and affirms that visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact as defined in the City’s CEQA Threshold Guide shall not be considered an impact for infill projects within transit priority areas pursuant to CEQA.¹ Since the Project qualifies as an employment center project on an infill site within a transit priority area, its potential aesthetic effects shall not be considered significant impacts on the environment. However, the EIR will include a discussion of aesthetics for informational purposes only.

Would the project:

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

No Impact. There are no natural features of substantial scenic value (such as trees, topography, rock outcroppings, bodies of water, or native vegetation) on the Project site that could be considered scenic. Existing views from and through the project site are generally limited and obstructed by existing buildings and topography. The Project would result in an increase in the height of several structures on the Project site and an increase in the massing of structures. The new structures would have the potential to affect views that may currently be available from and through the site. As such, the EIR will discuss scenic vistas that may be present.

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

No Impact. The closest officially designated state scenic highway is State Route 2, located approximately 9 miles northeast of the project site (Caltrans 2011). Portions of U.S. Highway 101 within the Hollywood Community Plan Area are designated as a scenic freeway on the Hollywood Community Plan Land Use Map (City of Los

¹ City of Los Angeles Department of City Planning, Zoning Information File ZA No. 2451, Transit Priority Areas (TPAs)/Exemptions to Aesthetics and Parking Within TPAs Pursuant to CEQA. Accessed on August 15, 2017.

Angeles 2014). The nearest portions with this designation are located approximately 1 mile west of the Project site. Los Feliz Boulevard, located approximately 1 mile north of the Project site, is designated as a scenic highway in the Hollywood Community Plan Land Use Map (City of Los Angeles 2014). While there are no scenic trees or rock outcroppings, there are potentially eligible historic buildings on the Project site, which are considered scenic resources. As such, a discussion of the historic buildings will be included in the EIR.

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

No Impact. The new buildings on the Project site would contribute to a change in the existing visual character of the site and surroundings, and as such, this issue will be further discussed in the EIR.

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

No Impact. The new buildings on the Project site would have the potential to introduce new sources of light and glare, which could affect day or nighttime views to the Project area. As such, this issue will be discussed in the EIR.

References

Caltrans (California Department of Transportation). 2011. California Scenic Highway Mapping System. Last updated September 7, 2011. Accessed July 6, 2017. http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm.

City of Los Angeles. 2014. "Hollywood Community Plan Land Use Map." April 2014. Accessed July 6, 2017. <http://cityplanning.lacity.org/complan/central/hwdpage.htm>.

City of Los Angeles. 2017. Department of City Planning, Zoning Information File ZA No. 2451, Transit Priority Areas (TPAs)/Exemptions to Aesthetics and Parking Within TPAs Pursuant to CEQA. Accessed on August 15, 2017. <https://files.alston.com/files/docs/ZI%202451-TPA-Aesthetics-and-Parking.pdf>.

II. Agriculture and Forestry Resources

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

Would the project:

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

No Impact. The Project site is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP 2016). Therefore, the Project would not convert Farmland to non-agricultural uses. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

No Impact. The Project site has a General Plan land use designation of Community Commercial and is zoned for commercial uses and parking building uses. Small portions of the Project site are designated and zoned as residential (City of Los Angeles 2017). Agricultural uses are not permitted within these zones, and the Project site is not under a Williamson Act contract (California Department of Conservation 2016). Further analysis of this issue is not necessary and no mitigation measures would be required.

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

No Impact. As described in item B.II(b), the Project site is zoned for commercial and parking building uses, with small portions zoned for residential use. There are no areas zoned for agricultural or forest land uses within the vicinity of the Project site. Furthermore, the Project site is fully developed and urbanized. Therefore, the Project would not conflict with existing zoning, or cause the rezoning of forest land, timberland, or timberland production land. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

No Impact. The Project site is located within a built, urbanized area, as shown in Figure 1, and no forest lands exist within the Project vicinity. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

No Impact. No agricultural resources or operations currently exist on or near the Project site, which is located in a highly urbanized area. Therefore, the Project would not involve

changes in the existing environment that would result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. Further analysis of this issue is not necessary and no mitigation measures would be required.

References

- California Department of Conservation. 2016. *Los Angeles County Williamson Act FY 2015/2016*. [map]. 1:120,000. Sacramento, CA: California Department of Conservation, Division of Land Resource Protection. 2016. Accessed July 5, 2017. <http://www.consrv.ca.gov/dlrp/lca/Pages/Index.aspx>.
- City of Los Angeles. 2017. "Zoning Information and Map Access System (ZIMAS)." Accessed July 6, 2017. <http://zimas.lacity.org/>.
- FMMP (Farmland Mapping and Monitoring Program). 2016. *Los Angeles County Important Farmland 2012*. [map]. 1:120,000. Sacramento, CA: Farmland Mapping and Monitoring Program. April 2016. Accessed July 5, 2017. http://www.conservation.ca.gov/dlrp/fmmp/Pages/county_info.aspx.

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 applicable air quality plan?

Potentially Significant Impact. A significant impact may occur if the Project is not consistent with the applicable air quality plan or would interfere with implementation of the policies of that plan. The Project site is within the South Coast Air Basin, and the applicable plan is the Air Quality Management Plan prepared by the South Coast Air Quality Management District. Construction and operation of the Project could result in an increase in emissions by increasing the intensity of development at the Project site. These emissions may conflict with the Air Quality Management Plan. As such, further analysis of this issue will be provided in the EIR.

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

Potentially Significant Impact. A project may have a significant impact where project-related emissions would exceed federal, state, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation. Air pollutants would be emitted as result of construction and operation of the Project, and emissions would have the potential to violate air quality standards set by the South Coast Air Quality Management District. As such, further analysis of this issue will be provided in the EIR.

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

Potentially Significant Impact. An area is designated as in attainment when it is in compliance with the National Ambient Air Quality Standards and/or the California Ambient Air Quality Standards. The South Coast Air Basin is designated as a nonattainment area for several pollutants, including ozone and particulate matter. The construction and operation of the Project could result in a cumulatively considerable net increase of pollutants for which the Project area is in non-attainment. As such, this issue will be further analyzed in the EIR.

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

Potentially Significant Impact. A significant impact may occur if a project would generate pollutant concentrations that would significantly affect sensitive receptors. Sensitive receptors in proximity to the Project site include residences to the south and northwest of the Project site, as well as the hospital uses located within the Medical Center campus and to the east of the Project site. Due to the proximity of sensitive receptors to the Project site and the potential for the Project to produce pollutants, this issue will be further analyzed in the EIR.

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

Potentially Significant Impact. Construction-related odors that would potentially be detected during construction of the Project would include diesel exhaust, petroleum products used in motor vehicles, freshly graded earth, and architectural coatings. The Project would involve construction of parking areas and buildings for medical use. The potential for the Project to create objectionable odors will be further examined in the EIR.

IV. Biological Resources

Would the project:

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

No Impact. The Project site is located in a highly urbanized area and is developed with parking areas and medical office buildings. There is limited ornamental landscaping on the site. According to the California Natural Diversity Database, several special-status species have historically been sighted in the general area of the Project site. These occurrences were documented in the late 1800s and early 1900s (although the date of one occurrence is unknown) (CDFW 2017). Based on the

disturbed and developed condition of the site and the relative lack of suitable habitat, the potential for any known sensitive species to occur on the site is very low, as the Project site and the Project vicinity are highly urbanized with few natural areas that could support wildlife. Furthermore, the reported occurrences are not recent. For the reasons described above, the Project would not have a substantial, adverse effect on special-status species. No impact would occur. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

No Impact. There are no riparian habitat areas located on or within the vicinity of the Project site (USFWS 2017; City of Los Angeles 2017). Vegetation on the site consists of sparse ornamental plantings that do not constitute a sensitive natural community. As such, no impact to riparian habitats or other sensitive natural communities identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service would occur as a result of the Project. Further analysis of this issue is not necessary and no mitigation measures would be 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. There are no wetlands located on or adjacent to the Project site (USFWS 2017). As such, the Project would have no impact on federally protected wetlands. Further analysis of this issue is not necessary and no mitigation measures would be 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?

Potentially Significant Impact. The Project site is located within a developed, urbanized area. There are no wetlands or running waters within the Project area, and therefore, the Project would have no potential to affect the movement of migratory fish. However, the Project site contains trees that would have the potential to provide nesting areas for migratory or nesting birds. The EIR will further examine impacts to migratory wildlife (namely, nesting birds).

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

Potentially Significant Impact. City Ordinances protecting trees may be potentially applicable to the Project. The EIR will describe the on-site trees and will list any applicable policies protecting these trees. The potential for the Project to conflict with

local policies or ordinances established for the protection of biological resources will be further examined in the EIR.

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 Hollywood Community Plan does not designate any portions of the Community Plan Area as being within a habitat conservation plan (City of Los Angeles 1988). Furthermore, the Project area is not within any of the regional conservation plans designated by the state (CDFW 2017). Therefore, implementation of the Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. Further analysis of this issue is not necessary and no mitigation measures would be required.

References

CDFW (California Department of Fish and Wildlife). 2017. *California Regional Conservation Plans* [map]. July 2017. Accessed July 7, 2017. <https://www.wildlife.ca.gov/Conservation/Planning/NCCP>.

CDFW (California Department of Fish and Wildlife). 2017. "List of California Natural Diversity Database (CNDDDB) Species for Hollywood and Los Angeles Quads (Quarter-Mile Buffer around Project Site)." Quick Viewer. Accessed January 21, 2016. Reviewed July 21, 2017. <https://www.wildlife.ca.gov/Data/CNDDDB>.

City of Los Angeles. 1988. *Hollywood Community Plan*. December 13, 1988. July 7, 2017. <http://cityplanning.lacity.org/complan/central/hwdpage.htm>.

City of Los Angeles. 2017. "Navigate LA, Hydrographic Information layer." Accessed July 7, 2017. <http://navigate.la.lacity.org/NavigateLA/>.

USFWS (United States Fish and Wildlife Service). 2017. National Wetlands Inventory, *Wetlands Mapper*, Search by Address. Accessed July 7, 2017. <http://www.fws.gov/wetlands/Data/Mapper.html>.

V. Cultural Resources

Would the project:

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

Potentially Significant Impact. The Project would involve demolition of several structures on the Project site, some of which may be of historic age (i.e., 45 years or older). The EIR will identify if any buildings on the Project site are of historic age, and

if any are, will evaluate these buildings to determine whether a significant impact to a historical resource would occur.

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

Potentially Significant Impact. The Project site is located in a highly urbanized area that has been subject to grading and development in the past. Therefore, it is not anticipated that the site contains any surface-level archaeological resources. However, ground-disturbing activities associated with construction of the Project, such as excavation of below-grade levels of the proposed parking structures and medical office buildings, would have the potential to damage or destroy intact subsurface archaeological deposits that may be present below the ground surface. The EIR will therefore discuss the potential for such resources to be impacted by the Project.

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

Potentially Significant Impact. The Project site is located in a highly urbanized area that has been subject to grading and development in the past. Therefore, it is not anticipated that the site contains any surface-level paleontological resources or unique geologic features. However, ground-disturbing activities associated with construction of the Project, such as excavation of below-grade levels, would have the potential to damage or destroy intact subsurface paleontological deposits or geologic features that may be present below the ground surface. The EIR will therefore discuss the potential for such resources to be impacted by the Project.

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

Potentially Significant Impact. The Project site is located in a highly urbanized area that has been subject to grading and development in the past. Therefore, it is not anticipated that the site contains any surface-level human remains. However, ground-disturbing activities associated with construction of the Project, such as excavation of below-grade levels, would have the potential to damage or destroy intact subsurface human remains that may be present below the ground surface. The EIR will therefore discuss the potential for such resources to be impacted by the Project.

VI. Geology and Soils

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

that already exist, that impact must be assessed, including how it might affect future users and/or residents of the project. Thus, in accordance with Appendix G of the State CEQA Guidelines and the *CBIA v. BAAQMD* decision, the project would have a significant impact related to geology and soils if it would result in any of the following impacts.

Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

Potentially Significant Impact. The Project site is not located within an Alquist-Priolo Earthquake Fault Zone, nor is it located on a known fault line (City of Los Angeles 2017). However, the Hollywood Fault is an active fault that runs through portions of the City, approximately 0.5 mile north of the Project site (City of Los Angeles 2017; CGS 2014). In addition to the Hollywood Fault, there are numerous other active fault systems within the greater Los Angeles region. The Project's potential exacerbation of existing environmental conditions which could expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault will be further analyzed in the EIR.

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

Potentially Significant Impact. As with many areas of Southern California, the Project site is located within a seismically active area. The Hollywood Fault is an active fault that runs through portions of the City. The fault is located approximately 0.5 mile north of the Project site (City of Los Angeles 2017; CGS 2014). Other active fault systems within the greater Los Angeles region include the Newport-Inglewood Fault Zone, the Sierra Madre Fault Zone, and the San Jacinto Fault Zone. The Project's potential exacerbation of existing environmental conditions which could expose people or structures to potential substantial adverse effects involving strong seismic ground shaking will be further analyzed in the EIR.

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

Potentially Significant Impact. The Project site is not shown as being within an area subject to liquefaction as identified by the State (CGS 2014). However, the Project area is within and near liquefiable areas and potentially liquefiable areas as designated by the City in the General Plan Safety Element (City of Los Angeles

1993). Because site-specific soil characteristics and the engineering design of the proposed development are not known at this time, the Project's potential exacerbation of existing environmental conditions which could expose people or structures to potential substantial adverse effects involving seismic-related ground failure will be further analyzed in the EIR.

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

Potentially Significant Impact. The Project site is not located within an area identified as being susceptible to landslides by the state or the City (CGS 2014; City of Los Angeles 1993, 2017). However, Barnsdall Park is located on Olive Hill behind the Medical Center campus. As such, there is a sloped area adjacent to the Medical Center campus. The Project's potential exacerbation of existing environmental conditions which could expose people or structures to potential substantial adverse effects involving landslides will be further analyzed in the EIR.

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

Potentially Significant Impact. The relatively flat and highly developed nature of the Project site precludes it from being readily susceptible to erosion. However, construction of the Project would result in ground surface disruption during grading and excavation that could create the potential for erosion to occur. As such, this issue will be examined in the EIR.

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

Potentially Significant Impact. As discussed under item B.VI(a(iii)) above, the Project site is located on soils that are potentially susceptible to liquefaction as mapped by the City. Other potential soil instabilities could include compressible clay or peat soils and soils that could fail during foundation excavations (which would include sub-grade excavations associated with several of the proposed structures). Therefore, the potential exists for the Project to exacerbate existing environmental conditions, which could result in liquefaction. This issue will be examined in the EIR.

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

Potentially Significant Impact. Site-specific soil characteristics and the engineering design of the proposed development are not known at this time. Adverse effects associated with the Project's potential to exacerbate any existing conditions pertaining to expansive soils will require further analysis in the EIR.

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

No Impact. The Project would use the regional sewer system for disposal of wastewater, and therefore, it would not require septic tanks or other alternative wastewater disposal systems. As such, no impact would occur. Further analysis of this issue is not necessary and no mitigation measures would be required.

References

CGS (California Geological Survey). 2014. *Earthquake Zones of Required Investigation – Hollywood Quadrangle*. [map.] 1:24,000. Earthquake Fault Zones released November 6, 2014; Seismic Hazard Zones released March 25, 1999. Accessed July 7, 2017. <http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>.

City of Los Angeles. 1993. *Safety Element Exhibit B – Areas Subject to Liquefaction in the City of Los Angeles and Safety Element Exhibit C – Landslide Inventory & Hillside Areas*. October 1993 and June 1994. Accessed July 7, 2017. <http://cityplanning.lacity.org/index.htm>.

City of Los Angeles. 2017. “Navigate LA, Geotechnical Information layer.” Accessed July 7, 2017. <http://navigatela.lacity.org/NavigateLA/>.

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. Greenhouse gas (GHG) emissions would be generated as a result of construction and operation of the Project. Construction activities would result in GHG emissions from heavy construction equipment, truck traffic, and worker trips to and from the Project site. Operation of the Project would potentially generate additional GHG emissions relative to existing conditions, due to the proposed increase in the land use intensity at the Project site. The EIR will identify the sources of construction and operational GHG emissions and will determine whether the Project would result in a significant increase in GHGs.

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

Potentially Significant Impact. As described under item B.VII(a), the Project would generate GHG emissions. Therefore, the Project would have the potential to conflict with plans, policies, or regulations adopted for the purpose of reducing the emissions

of greenhouse gases. The EIR will identify applicable plans and will evaluate the Project's consistency with those plans.

VIII. Hazards and Hazardous Materials

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

Would the project:

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

Potentially Significant Impact. The construction activities associated with the Project are anticipated to use typical although potentially hazardous construction materials such as vehicle fuels, paints, mastics, solvents, and other acidic and alkaline solutions that would require special handling, transport, and disposal. Construction would also involve demolition of existing medical office buildings, which could include disposal of hazardous materials typically used for medical purposes, including biohazardous materials, chemicals used to sterilize equipment, radioactive materials, and stains used in clinical laboratories. During operation, the new and expanded hospital and medical office buildings would store and use maintenance materials and medical materials, such as cleaning solvents and the medical materials listed previously. Therefore, the potential exists for the Project to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. As such, the EIR will include further analysis of this issue.

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?

Potentially Significant Impact. Please refer to the discussion under item B.VIII(a). As described under item B.VIII(a), the potential exists for the Project to involve the release of hazardous materials. This issue will, therefore, be examined in the EIR.

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

Potentially Significant Impact. The Project site is located within one-quarter mile of several existing schools (including Los Feliz Elementary School at 1740 North New Hampshire Avenue; Mary's Schoolhouse at 1334 L. Ron Hubbard Way; Rose and Alex Pilibos Armenian School at 1615 Alexandria Avenue; and the Pacific Southwest Lutheran Learning Center at 1518 North Alexandria Avenue) (California Department of Education 2014). As described above under items B.VIII(a) and B.VIII(b), the Project would involve transport, storage, and use of potentially hazardous materials. As such, this issue will be further examined in the EIR.

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

Potentially Significant Impact. The Project site is within the Medical Center campus. The properties within the Project site are currently being used by Kaiser Permanente for parking and medical office buildings, with the exception of Site 1, which is occupied with commercial, residential, and surface parking uses. The EIR will include the results of a database search of hazardous materials sites that will identify any listed hazardous materials site that occurs on, or within the vicinity of, the Project site. The EIR will then evaluate whether or not the Project would exacerbate any existing environmental conditions associated with these sites (if any are present) such that a significant hazard to the public or to the environment would result.

- 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 nearest public airport is the Hollywood Burbank Airport, located approximately 8 miles northwest of the Project site (Caltrans 2017). The Project site is not located within an airport land use plan, nor is it located within 2 miles of a public airport or public use airport. Therefore, the Project would not create an airplane safety hazard for people residing or working in the project area, and no impacts would occur. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

No Impact. There are no private airstrips within the vicinity of the Project site. Therefore, the Project would not create an airplane safety hazard for people residing

or working in the project area, and no impacts would occur. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

Potentially Significant Impact. The construction and operation activities associated with the Project would have the potential to interfere with emergency response and evacuation plans. The EIR will analyze applicable emergency response and evacuation plans and will evaluate whether Project activities would impair implementation of these plans.

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

Less Than Significant Impact. The Project site is not within a Very High Fire Hazard Severity Zone (City of Los Angeles 2017). General Plan Safety Element Exhibit D shows areas of potential wildland fire hazards, consisting of Mountain Fire Districts, Fire Buffer Zones, and Electrical Transmission Lines described below. A Fire Buffer Zone begins on the north side of Hollywood Boulevard, which is approximately 0.2 mile from the Project site. North of Franklin Avenue is a Mountain Fire District, beginning approximately 0.4 mile from the Project site. However, the Project site is located south of these designations, and, as indicated in item B.IV, there are no wildlands on the Project site (City of Los Angeles 1993). Impacts would be less than significant. Further analysis of this issue is not necessary and no mitigation measures would be required.

References

California Department of Education. 2014. Earth Layer – California Schools. 2014. Accessed July 7, 2017. <http://services.gis.ca.gov/arcgis/rest/services/Society/CaliforniaSchools/MapServer>.

Caltrans (California Department of Transportation). 2017. California Aviation Facilities. Web Map Application. 2017. Accessed July 7, 2017. <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=966ebca3d4044e84bb352b98c5a62a35>.

City of Los Angeles. 1993. *Safety Element Exhibit D – Selected Wildfire Hazard Areas in the City of Los Angeles*. October 1993. Accessed July 7, 2017. <http://cityplanning.lacity.org/index.htm>.

City of Los Angeles. 2017. "Navigate LA, Special Areas layer." Accessed July 7, 2017. <http://navigate.lacity.org/NavigateLA/>.

IX. Hydrology and Water Quality

Would the project:

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

Potentially Significant Impact. The Project would involve the development of medical office uses, hospital uses, and parking structure uses on land that is currently developed with similar uses. However, this proposed redevelopment would have the potential to alter the existing surface water runoff drainage pattern of the properties, having the potential to cause a net increase of stormwater discharge and/or polluted discharges, which could violate water quality standards or waste discharge requirements. As such, this issue will be further evaluated in the EIR.

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

Potentially Significant Impact. Existing percolation of rainwater and irrigation water into the water table could potentially be diminished as a result of the proposed redevelopment, which could affect groundwater recharge. In addition, groundwater could potentially be encountered during the proposed demolition and excavation activities required during construction. Further analysis of this issue will be provided in the EIR.

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?

Potentially Significant Impact. The Project site is currently developed with medical office buildings and parking. No streams or rivers are located on, or within the vicinity of, the Project site. The Project would involve demolition and reconstruction or replacement of existing site uses, which could potentially alter drainage patterns on the Project site and in the Project area. As such, this issue will be examined in the EIR.

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?

Potentially Significant Impact. The Project site is currently developed with medical office buildings, commercial and residential uses, and parking. No streams or rivers are located on, or within the vicinity of, the Project site. The Project would involve demolition of the existing site uses and redevelopment of the properties within the Project site with medical uses and parking buildings, which could potentially alter

drainage patterns on the Project site and in the Project area. As such, this issue will be examined in the EIR.

- 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?**

Potentially Significant Impact. Construction of the Project would involve temporary exposure of on-site soils and the introduction of potential stormwater pollutants such as fuel for construction equipment on the Project site. If a storm event were to occur during construction, runoff of soils and chemicals could potentially cause stormwater pollution. Additionally, the amount of runoff from the Project site could potentially increase during construction due to the temporary clearing of the site. After Project implementation, the Project would result in new or altered structures and new or altered landscaping and hardscape on the site, which could create or contribute runoff water that could exceed the capacity of stormwater drainage or result in pollution. As such, impacts involving stormwater drainage systems and polluted runoff will be examined in the EIR.

- f. **Otherwise substantially degrade water quality?**

Potentially Significant Impact. See the discussion under items B.IX(a) through B.IX(e). This issue will be further examined in the EIR.

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

No Impact. The Project would not involve construction of housing. Furthermore, the Project site is not located within a 100-year flood hazard area (City of Los Angeles 1996). Further analysis of this issue is not necessary and no mitigation measures would be required.

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

No Impact. The Project site is not located within a 100-year flood hazard area (City of Los Angeles 1996). As such, the Project would not place structures within a 100-year flood hazard area. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

Less Than Significant Impact. As discussed above under items B.IX(g) and B.IX(h), the Project site is not located within a 100-year flood zone or plain. The Project site is located approximately three miles southeast of the Hollywood Reservoir. The General Plan Safety Element includes a map of the potential inundation areas of the reservoirs

and waterbodies in the City. The Project site is located approximately 0.6 mile east of the mapped Hollywood Reservoir inundation area and one mile west of another inundation area (City of Los Angeles 1993). The likelihood of a breach is low, and the Project site is not located within the mapped path of any inundation areas. Furthermore, there are numerous regulations and measures in place that reduce the likelihood of dam failure in the City. For example, dams must be maintained in accordance with dam safety regulations, and the California Division of Safety of Dams provides periodic review of dams in the state. Dams and reservoirs are also monitored by the City during storms. As such, the Project is not expected to be subject to hazards associated with flooding, including flooding as a result of levee or dam failure. Impacts are less than significant. Further analysis of this issue is not necessary and no mitigation measures would be required.

j. Inundation by seiche, tsunami, or mudflow?

Less Than Significant Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a large sea wave produced by a significant disturbance undersea. Mudflows occur as a result of downslope movement of soil and/or rock under the influence of gravity. As discussed under item B.IX(i), the Project site is located outside of potential inundation areas as mapped by the City and is three miles from the Hollywood Reservoir. The Los Angeles Department of Water and Power reduces the potential for seiches to occur through regulation of the level of water in their storage facilities and the provision of walls of extra height to contain seiches. Given these safety measures and the distance between the Project site and the nearest inland waterbody, potential impacts related to a seiche would be less than significant.

The Project site is located 13 miles northeast of the Pacific Ocean and is not located within an area mapped by the City as having the potential to be impacted by a tsunami (City of Los Angeles 1993). As such, no impacts related to tsunami hazards would occur on the Project site. Regarding the potential for mudflow, the Project site has relatively flat topography and is not located within a landslide hazard area as mapped by the state or the City, nor is it within a hillside area as mapped by the City (CGS 2014; City of Los Angeles 1993, 2017). The Hollywood Hills are located approximately one mile north of the Project site. These hills are mapped on the Landslide Inventory and Hillside Areas map in the General Plan Safety Element. However, the distance between the Hollywood Hills and the Project site (approximately one mile) and the intervening structures reduces the likelihood for any potential mudflows to reach the Project site. For these reasons, impacts associated with hazards due to mudflow are less than significant. Further analysis of hazards related to seiche, tsunami, and mudflow is not necessary and no mitigation measures would be required.

References

- City of Los Angeles. 1993. *Safety Element Exhibit G – Inundation & Tsunami Hazard Areas in the City of Los Angeles and Safety Element Exhibit C – Landslide Inventory & Hillside Areas*. October 1993. Accessed July 7, 2017. <http://cityplanning.lacity.org/index.htm>.
- City of Los Angeles. 1996. Figure FC-2 in *Los Angeles Citywide General Plan Framework EIR*. Prepared by Envicom Corporation. June 1996. Accessed July 10, 2017. <http://cityplanning.lacity.org/housinginitiatives/housingelement/frameworkeir/FrameworkFEIR.pdf>.
- City of Los Angeles. 2017. “Navigate LA, Geotechnical Information layer.” Accessed July 7, 2017. <http://navigate.la.lacity.org/NavigateLA/>.
- CGS (California Geological Survey). 2014. *Earthquake Zones of Required Investigation – Hollywood Quadrangle*. [map.] 1:24,000. Earthquake Fault Zones released November 6, 2014; Seismic Hazard Zones released March 25, 1999. Accessed July 7, 2017. <http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>.

X. Land Use and Planning

Would the project:

a. Physically divide an established community?

No Impact. The Project would involve redevelopment of parking uses and medical office buildings on the Project site with new parking and medical uses having different configurations and sizes relative to existing conditions. The types of uses being proposed are consistent with those that currently exist on the Project site. One property on the project site (1345 North Vermont Avenue) is currently developed with commercial uses, surface parking, and residential uses. The Project would involve replacement of these uses with a medical office building and a parking structure, which would change the land use of the site. However, this change in land use would not divide an established community, because this site is generally surrounded by a mixture of medical uses, commercial uses, and residences. The site is located approximately 200 feet south of existing Kaiser buildings and is across the street from the Hollywood Presbyterian Medical Center and Children’s Hospital Los Angeles. Development of this site with medical uses and parking uses would be consistent with surrounding uses to the north and east and would not obstruct access to or access through existing communities. Furthermore, the Project would not involve features such as a highway, aboveground infrastructure, or an easement through an established neighborhood having the potential to divide an established community. For these reasons, the Project would not physically divide an established community,

and no impact would occur. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

Potentially Significant Impact. The Project could conflict with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. The EIR will provide additional analysis to assess potential impacts.

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

No Impact. The Hollywood Community Plan does not designate any portions of the Community Plan Area as being located within a habitat conservation plan (City of Los Angeles 1988). Furthermore, the Project area is not located within any of the regional conservation plans designated by the state (CDFW 2017). Therefore, implementation of the Project would not conflict with habitat conservation plans or natural community conservation plans. Further analysis of this issue is not necessary and no mitigation measures would be required.

References

CDFW (California Department of Fish and Wildlife). 2017. *California Regional Conservation Plans* [map]. July 2017. Accessed July 2017. <https://www.wildlife.ca.gov/Conservation/Planning/NCCP>.

City of Los Angeles. 1988. *Hollywood Community Plan*. December 13, 1988. Accessed July 7, 2017. <http://cityplanning.lacity.org/complan/central/hwdpage.htm>.

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. The Division of Mines and Geology (renamed the California Geological Survey in 2006) has mapped the Project site within Mineral Resource Zone 3 for aggregate resources. Mineral Resource Zone 3 is a designation given to areas containing mineral deposits, the significance of which cannot be evaluated from available data (Division of Mines and Geology 1994). The Project site is located in a fully developed and urbanized area and does not support any mineral extraction activities. Due to the developed, urbanized nature of the Project site and its surroundings, as well as the absence of known mineral resources as mapped by the

state, project implementation is not anticipated to result in loss of availability of a known mineral resource of value to the region and residents of the state. No impacts to state or regionally important mineral resources would occur. Further analysis of mineral resources is not necessary and no mitigation measures would be 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. The Project area is not delineated as a locally important mineral resource recovery site in the General Plan (City of Los Angeles 1996). The Project is located in a fully urbanized area and does not support any mineral extraction activities. Due to the developed, urbanized nature of the Project site and its surroundings, as well as the absence of significant mineral resources as mapped in the General Plan, project implementation is not anticipated to result in loss of availability of a known mineral resource of value to the region and residents of the state. No impacts to locally important mineral resources would occur. Further analysis of mineral resources is not necessary and no mitigation measures would be required.

References

Division of Mines and Geology. 1994. *Generalized Mineral Land Classification Map of Los Angeles County – South Half – Aggregate Resources Only*. [map]. 1:100,000. USGS 7.5 Minute Topographic Quadrangles. Prepared by Russell V. Miller. 1994. Accessed July 7, 2017. <http://www.quake.ca.gov/gmaps/WH/smaramaps.htm>.

City of Los Angeles. 1996. Figure GS-1 in *Los Angeles Citywide General Plan Framework EIR*. Prepared by Envicom Corporation. June 1996. Accessed July 7, 2017. <http://cityplanning.lacity.org/housinginitiatives/housingelement/frameworkeir/FrameworkFEIR.pdf>.

XII. Noise

Would the project result in:

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

Potentially Significant Impact. Construction activities associated with the Project would intermittently generate increased noise levels on the Project site and in areas adjacent to the site. Operation of the Project would represent an increase in intensity of uses on the site and a change in the distribution and/or orientation of these uses within the site. The increase in intensity of uses at the Project site could potentially be associated with an increase in both vehicle traffic and pedestrian activity in the vicinity. Therefore, both construction and operation of the Project would have the potential to generate noise levels in excess of standards established in the City's general plan and/or noise ordinance. The EIR process will include a field noise study

that will measure existing on- and off-site noise conditions. The analysis provided in the EIR will compare the existing noise levels as measured in the field and the established noise standards to the noise levels anticipated to result from construction and operation of the Project. The EIR will use this information to determine whether the Project would result in exceedances of standards established in the City's general plan and/or noise ordinance.

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

Potentially Significant Impact. Construction activities associated with the Project would intermittently generate increased vibration on the Project site and in areas adjacent to the site. Construction vibration would have the potential to disturb nearby sensitive receptors. Vibration-sensitive receptors typically include residential areas, schools, libraries, churches, nursing homes, hospitals, and open space/recreation areas. Residential neighborhoods are located north, south, and west of the Project site, and an open space area (Barnsdall Park) is located adjacent to, and north of, the Medical Center campus. The Church of Scientology is located across the street from 4867 Sunset Boulevard and 4760 Sunset Boulevard. The Medical Center campus contains hospital uses that may be sensitive to vibration, and is adjacent to two other medical uses (Children's Hospital Los Angeles and Hollywood Presbyterian Medical Center), which are located east of the Project site. The EIR will address levels of vibration anticipated to be intermittently generated during construction and will determine whether the anticipated vibration levels would result in a significant impact. Therefore, this issue will also be discussed in the EIR.

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

Potentially Significant Impact. As discussed under item B.XII(a), operation of the Project would involve an increase in the intensity of uses on the Project site, which could result in additional traffic and pedestrian activity on the Project site and within the Project area. The increased intensity of uses on the Project site would therefore have the potential to increase the ambient noise levels in the Project vicinity above levels existing without the Project. This increase in ambient noise levels would have the potential to disturb nearby sensitive receptors. Noise-sensitive receptors typically include residential areas, schools, libraries, churches, nursing homes, hospitals, and open space/recreation areas where quiet environments are important for enjoyment, public health, and safety. Residential neighborhoods are located north, south, and west of the Project site, and an open space area (Barnsdall Park) is located adjacent to, and north of, the Medical Center campus. The Church of Scientology is located across the street from 4867 Sunset Boulevard and 4760 Sunset Boulevard. The Medical Center campus contains hospital uses that may be sensitive to vibration and is adjacent to two other medical uses (Children's Hospital Los Angeles and Hollywood Presbyterian Medical Center), which are located east of the project site. As described under item B.XII(a), the EIR process will evaluate the anticipated change in ambient

noise levels resulting from Project operation. The EIR will then evaluate whether this anticipated change would result in a substantial permanent increase in ambient noise levels above levels existing without the Project.

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 under item B.XII(a), construction and operation of the Project would produce additional noise at the Project site and would, therefore, have the potential to result in a substantial temporary and/or periodic increase in ambient noise levels in the Project vicinity, above levels existing without the Project. As described under item B.XII(c), there are several noise-sensitive receptors within the vicinity of the Project that would have the potential to be affected during construction processes. The analysis in the EIR will compare existing noise levels to the noise levels anticipated to result from construction of the Project and to the noise levels associated with any temporary or periodic noise-generating activities occurring during operation. The EIR will use this information to determine whether the Project would result in a substantial temporary increase in ambient noise levels in the project vicinity.

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 nearest public airport is the Hollywood Burbank Airport, located approximately 8 miles northwest of the Project site (Caltrans 2017). The Project site is not located within an airport land use plan, nor is it located within 2 miles of a public airport or public use airport. Therefore, the Project would not expose people residing or working in the Project area to excessive noise related to public airports. No impacts would occur. Further analysis of this issue is not necessary and no mitigation measures would be 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. There are no private airstrips within the vicinity of the Project site. Therefore, the Project would not expose people residing or working in the Project area to excessive noise related to private airports. No impacts would occur. Further analysis of this issue is not necessary and no mitigation measures would be required.

References

Caltrans (California Department of Transportation). 2017. California Aviation Facilities. Web Map Application. 2017. Accessed July 7, 2017. <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=966ebca3d4044e84bb352b98c5a62a35>.

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)?**

Potentially Significant Impact. The Project would not involve new homes, nor would it involve the extension of roads or other infrastructure with the potential to lead to direct or indirect growth in the City. However, the Project would involve an increase in the intensity of uses on the Project site. This may result in an increase in the number of jobs available on the site, which could induce substantial population growth. As such, the EIR will include more detailed analysis of population growth due to employment on the Project site.

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

No Impact. The Project would primarily involve redevelopment of existing parking uses and medical office buildings on the Project site with new, expanded parking and medical uses. Site 1 contains one duplex, at 1328 North New Hampshire Avenue. This structure would be demolished under the Project. However, the quantity of existing housing that would be displaced (one duplex) would not be substantial. As such, the Project would not necessitate the construction of replacement housing elsewhere. No impact would occur, and further analysis of this issue is not necessary.

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

Potentially Significant Impact. As described in item B.XIII(b), the Project would involve removal of an existing residential use at Site 1, which would result in the displacement of people. Therefore, this issue will be further discussed in the EIR.

XIV. Public Services

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

- a. **Fire protection?**

Potentially Significant Impact. Fire protection services for the Medical Center campus are provided by the Los Angeles Fire Department. The Project would increase the intensity of uses on the Project site, which could increase the demand for

fire protection services, potentially resulting in a need for new or physically altered fire facilities, the construction of which could cause significant environmental impacts. Additionally, portions of the Project site are located within Fire District No. 1. This indicates that the Project site is located within, and near, an area identified by the City as being required to meet additional developmental regulations to mitigate fire hazard–related risks. Therefore, this issue will be evaluated in the EIR.

b. Police protection?

Potentially Significant Impact. Police protection for the Project site is provided by the City of Los Angeles Police Department. The Project would increase the intensity of uses on the Project site, which could result in increased demand for police protection services, potentially resulting in a need for new or physically altered police facilities, the construction of which could cause significant environmental impacts. This issue will be evaluated in the EIR.

c. Schools?

Potentially Significant Impact. The residential areas within the vicinity of the Project site are served by the Los Angeles Unified School District. An increase in the demand for school services is generally associated with an increase in the residential population of a school’s service area. The Project would not directly impact local schools by providing new housing. However, the Project may result in the provision of additional jobs on the Project site. As described under item B.XIII(a), an increase in employment has the potential to cause people to relocate to an area, which could result in growth to the extent that new school facilities would be required, the construction of which could cause significant environmental impacts. As such, this issue will be examined in the EIR.

d. Parks?

Potentially Significant Impact. As discussed under item B.XIII(a), an increase in employment on the Project site would have the potential to cause people to relocate to the area, which could increase the use of parks in the area, potentially resulting in a need for new or physically altered park facilities, the construction of which could cause significant environmental impacts. As such, this issue will be examined in the EIR.

e. Other public facilities?

Potentially Significant Impact. As discussed under item B.XIII(a), the potential increase in employment on the Project site would have the potential to cause people to relocate to the area, which could increase the use of other public facilities, such as libraries. Increased use of such facilities could potentially result in the need for new or physically altered facilities, the construction of which could cause significant environmental impacts. As such, this issue will be examined in the EIR.

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 described under item B.XIII(a), the Project may result in an increase in employment on the Project site. These employees would be able to use nearby parks and recreational facilities located in the vicinity of the Project site. Also, as explained under item B.XIII(a), increased employment has the potential to cause population growth in the community. Employees and any new residents associated with the Project would have the potential to increase the use of existing parks and recreational facilities in the area, which could result in the substantial deterioration of the parks or recreational facilities. Therefore, this issue will be further examined in the EIR.

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

Potentially Significant Impact. Employees and any new residents associated with the Project would have the potential to increase the use of existing parks and recreational facilities in the area, potentially resulting in the need for construction or expansion of recreational facilities, the construction of which could cause adverse physical effects on the environment. Therefore, this issue will be further examined in the EIR.

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?**

Potentially Significant Impact. The Project would involve redevelopment of existing parking uses, medical office buildings, commercial uses, and residential uses on the Project site with new, expanded parking uses, commercial uses, and medical uses. Construction processes associated with Project implementation would have the potential to affect the transportation system through the hauling of excavated materials and debris, transport of construction equipment, delivery of construction materials, and construction worker commute trips. During operation, the increase in intensity of uses on the Project site would have the potential to increase daily and peak-hour traffic within the Project vicinity as well as use of transit, bicycle, and

pedestrian facilities. The resulting increase in use of the area's transportation facilities could conflict with applicable plans, ordinances, or policies that establish measures of effectiveness for the performance of the circulation system. As such, further evaluation of this issue will be provided in the EIR. The EIR process will identify applicable plans, ordinances, and policies related to the transportation system in the vicinity of the Project site. The EIR will then evaluate whether the Project would cause an increase in use of transportation facilities to the extent that it would conflict with the applicable plans, ordinances, and/or policies.

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 applicable Congestion Management Program (CMP) for the Project area and the surrounding metropolitan area is the Los Angeles County Metropolitan Transportation Authority's 2010 CMP. This program monitors and sets performance indicators for a transportation network of numerous highway segments, freeways, and key roadway intersections throughout Los Angeles County (called the CMP Highway and Roadway System). The CMP requires analysis of a project's effects on CMP facilities if the project would add 50 or more trips to a CMP intersection or more than 150 trips to a CMP mainline freeway in either direction during the AM or PM weekday peak hours. The Project may generate additional vehicle trips; however, it cannot be confirmed without further analysis whether the additional trips would result in conflicts with CMP standards. As such, this issue will be further evaluated in the EIR. The EIR will determine whether CMP analysis is required, and if so, it will provide the analysis and will determine whether the vehicle trips attributable to the Project would conflict with standards established in the CMP.

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

Less Than Significant Impact. The Project site is not located within the vicinity of any public or private airport, nor is it located within the planning boundary of an airport land use plan. The closest airport to the site is the Hollywood Burbank Airport, located approximately 8 miles northwest of the Project site (Caltrans 2017). While the Project would increase the heights of buildings on the site relative to existing uses, heights would not be increased to the extent that the new buildings would interfere with air traffic. The maximum heights that are being proposed are nine above-grade levels. While the Project would potentially involve an increase in employment on the Project site, any air travel associated with this increase would be negligible relative to the air travel to and from the highly urbanized Los Angeles area. As such, impacts are less than significant. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

Potentially Significant Impact. The Project is not anticipated to involve changes to adjacent roadways. Roadway improvements that occur, if any, would be implemented in accordance with City regulations. However, the Project would involve new and expanded parking structures on the Project site, resulting in new ingress/egress locations. The EIR will further evaluate the potential for the Project to substantially increase hazards due to traffic-related design features.

e. Result in inadequate emergency access?

Potentially Significant Impact. Construction of the Project may involve activities that would have the potential to impede emergency access, such as temporary closure of travel lanes and generation of construction traffic affecting the capacity of adjacent roadways. The Project would also alter the ingress/egress and emergency access locations for some or all of the properties that compose the Project site. As such, further analysis of this issue will be provided in the EIR.

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. Construction of the Project would have the potential to result in temporary sidewalk closures and/or other temporary effects to alternative transportation facilities having the potential to conflict with adopted policies, plans, or programs for such facilities. Operationally, the Project would increase the intensity of uses on the Project site and could, therefore, result in increased demand for alternative transportation modes in the vicinity of the site. This issue will be further examined in the EIR.

References

Caltrans (California Department of Transportation). 2017. California Aviation Facilities. Web Map Application. 2017. Accessed July 7, 2017. <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=966ebca3d4044e84bb352b98c5a62a35>.

XVII. Tribal Cultural Resources

- a. **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**
 - i. **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or**

Potentially Significant Impact. The Project would involve ground-disturbing activities that would have the potential to disturb tribal cultural resources, in the event that any are present on the Project site. The EIR will discuss the potential for such resources to be impacted by the Project, in the event that any are identified on the site.

- ii. **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Potentially Significant Impact. The Project would involve ground-disturbing activities that could have the potential to disturb tribal cultural resources, in the event that any are present on the Project site. The EIR will discuss the potential for such resources to be impacted by the Project, in the event that any are identified on the site.

XVIII. Utilities and Service Systems

Would the project:

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

Potentially Significant Impact. The Project would increase the intensity of uses on the Project site, potentially resulting in increased wastewater generation, which could exceed wastewater treatment requirements of the Regional Water Quality Control Board. As such, this issue will be evaluated in the EIR.

- 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. The Project would increase the intensity of uses on the Project site, potentially resulting in increased wastewater generation and water use which could require the construction of new water or wastewater treatment facilities, the construction of which could cause significant environmental effects. Therefore, this issue will be evaluated in the EIR.

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

Potentially Significant Impact. As described under item B.IX(a), the proposed redevelopment of properties within the Project site would have the potential to alter the existing surface water runoff drainage pattern of the properties, having the potential to cause a net increase of stormwater discharge, which could result in the construction of new storm water drainage facilities, the construction of which could cause significant environmental effects. As such, this issue will be evaluated in the EIR.

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

Potentially Significant Impact. The Project would increase the intensity of uses on the Project site, potentially resulting in increased water demand which could require new or expanded entitlements. As such, this issue will be evaluated in the EIR.

- 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. The Project would increase the intensity of uses on the Project site, potentially resulting in increased wastewater generation, which could exceed the capacity of the wastewater treatment provider. As such, this issue will be evaluated in the EIR.

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

Potentially Significant Impact. Construction of the Project would result in the generation of solid waste such as scrap lumber, concrete, residual wastes, packing materials, and plastics. Operation of the Project could potentially increase the volume of the solid waste stream from the Medical Center campus, because the Project would involve intensification of some of the uses on the site relative to existing conditions. The EIR will, therefore, study the Project's anticipated solid waste generation.

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

Potentially Significant Impact. Construction of the Project would result in the generation of solid waste such as scrap lumber, concrete, residual wastes, packing materials, and plastics. Operation of the Project could potentially increase the volume of the solid waste stream from the Medical Center campus, because the Project would involve intensification of some of the uses on the site relative to existing conditions. The EIR will, therefore, examine the Project's compliance with federal, state, and local statutes and regulations related to solid waste.

XIX. Mandatory Findings of Significance

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

Potentially Significant Impact. The Project has the potential to result in several potentially significant impacts that may degrade the quality of the environment. An EIR will be prepared to analyze these impacts and to determine their significance. As described in item B.IV of this Initial Study, the Project would not substantially reduce habitat areas, substantially affect fish or wildlife populations, threaten to eliminate a plant or animal community, or adversely affect a special-status species. As discussed in item B.V(a) of this Initial Study, the EIR will evaluate the historical significance of the buildings proposed for demolition or alteration and will determine whether the Project would have the potential to eliminate any important examples of the major periods of California history or prehistory.

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

Potentially Significant Impact. The potential for cumulative impacts occurs when the independent impacts of a project are combined with the impacts of related projects near the project site such that impacts become greater than those of the project itself. The Project vicinity includes other past, current, and/or reasonably foreseeable future projects. The impacts of these projects, when combined with those of the Project, could contribute to cumulatively considerable impacts. The EIR will therefore include a cumulative impact analysis for each of the issues determined to be potentially significant within this Initial Study. Cumulative impacts associated with the issues determined to be less than significant within this Initial Study are discussed below.

With regard to cumulative effects for the issues of agricultural resources and mineral resources, the Project would have no impact to these resources and, therefore, would not combine with other projects to result in cumulatively considerable impacts. As such, no cumulative impact to agricultural resources and mineral resources would occur as a result of implementing the Project, and no further evaluation of these issues is required in the EIR.

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

Potentially Significant Impact. As discussed in this Initial Study, the Project could result in potentially significant impacts in the categories of aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation and traffic, tribal cultural resources, and utilities and service systems. These impacts could have potentially adverse effects on human beings. As such, further analysis of these impacts will be provided in an EIR.

