



6445 Sunset Boulevard Project

Case Number: ENV-2020-5408-ND

Project Location: 6437-6445 W. Sunset Boulevard in the City of Los Angeles, California.

Community Plan Area: Hollywood

Council District: 13 - Mitch O'Farrell

Project Description: The Project involves the demolition of existing retail and office uses at 6437-6445 Sunset Boulevard and the construction of a new 173-foot, 13-story hotel containing 175-rooms and up to 11,400 square feet of restaurant/bar/lounge area at various locations including a partially covered roof deck. The Project would include 4 parking spaces on the ground level and 68 parking spaces in three above ground levels.

The applicant is requesting the following approvals from the City: (1) a Vesting Zone and Height District Change to permit the proposed Floor Area Ratio (FAR) of 6:1; (2) approval of a reduction of up to 20% in the code require parking, as incident to the zone change pursuant to LAMC Section 12.32 (p); (3) an adjustment to permit reduced side and rear yards of 0 feet, consistent with the exiting footprint, in lieu of the otherwise required side yard of 16 feet and rear yard of 20 feet; (4) a Conditional Use Permit for full line on-site sale of alcohol; (5) Redevelopment Plan Project Compliance; and (6) Site Plan Review.

APPLICANT:

NELA Development LLC
5532 N Figueroa St
Los Angeles, CA 90042

PREPARED BY:

Meridian Consultants LLC
910 Hampshire Rd., Ste. V
Westlake Village, CA 91361

PREPARED FOR:

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

FEBRUARY 2022

TABLE OF CONTENTS

Section	Page
1	Introduction 1
2	Executive Summary..... 3
3	Project Description..... 7
4	Environmental Impact Analysis..... 22
4.1	Aesthetics..... 22
4.2	Agriculture and Forestry Resources 26
4.3	Air Quality 28
4.4	Biological Resources..... 35
4.5	Cultural Resources 38
4.6	Energy 40
4.7	Geology and Soils..... 42
4.8	Greenhouse Gas Emissions 47
4.9	Hazards and Hazardous Materials..... 50
4.10	Hydrology and Water Quality 54
4.11	Land Use and Planning..... 59
4.12	Mineral Resources..... 61
4.13	Noise 62
4.14	Population and Housing..... 67
4.15	Public Services..... 69
4.16	Recreation 72
4.17	Transportation and Traffic..... 73
4.18	Tribal Cultural Resources..... 77
4.19	Utilities and Service Systems 79
4.20	Wildfires 84
4.21	Mandatory Findings of Significance..... 86

Appendices

A	Air Quality Modeling Data
B	Noise Worksheets
C	Transportation Assessment
D	Queuing Assessment

List of Tables

Table	Page
3-1 Project Breakdown by Floor	12
4.3-1 Maximum Construction Emissions.....	30
4.3-2 Maximum Operational Emissions	31
4.3-3 Localized Construction and Operational Emissions	34
4.8-1 SCAG 2020—2045 RTP/SCS Project Consistency Analysis	49
4.13-1 Construction Noise Estimates	64
4.13-2 Construction Vibration Estimates	66
4.19-1 Estimated Water Consumption and Wastewater Generation	80

List of Figures

Figure	Page
3-1 Project Location Map	8
3-2 Aerial View of the Project Site	9
3-3 Ground Floor Plan	14
3-4 Second Floor Plan.....	15
3-5 Third through Fifth Floor Plan.....	16
3-6 Sixth Floor Plan	17
3-7 Seventh through Twelfth Floor Plan	18
3-8 Roof Plan	19
3-9 Building Elevations	20

1. INTRODUCTION

An application for a proposed hotel development at 6445 Sunset Boulevard has been submitted to the City of Los Angeles Department of City Planning (the City). The City, as lead agency, has determined that the Project is subject to the California Environmental Quality Act (CEQA) and can be evaluated through an Initial Study (IS) in support of a proposed Negative Declaration (ND).

Purpose of Initial Study

CEQA was enacted with several basic purposes, including: (1) to inform governmental decision makers and the public about the potential significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures; and (4) to disclose to the public the reasons behind a project's approval even if significant environmental effects are anticipated.

An IS is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the IS shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, the Lead Agency shall prepare an ND. If the IS identifies potentially significant effects but revisions have been made by or agreed to by the applicant that would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, a Mitigated Negative Declaration (MND) is appropriate. If the IS concludes that neither a ND nor MND is appropriate, an EIR is normally required.

This IS evaluates the potential environmental effects that could result from the construction, implementation, and operation of a project. This IS has been prepared in accordance with CEQA (Public Resources Code [PRC] Section 21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, Section 15000 et seq.), and the City of Los Angeles CEQA Guidelines (1981, amended 2006). The City uses Appendix G of the State CEQA Guidelines as the thresholds of significance unless another threshold of significance is expressly identified in the document. This IS is intended as an informational document, which is ultimately required to be considered and certified by the decision-making body of the City prior to approval of a project.

Organization of Initial Study

This IS is organized into four sections as follows:

1. Introduction — Describes the purpose and content of the IS and provides an overview of the CEQA process.
2. Executive Summary — Provides information on the Project, identifies key areas of environmental concern, and includes a determination whether the project may have a significant effect on the environment
3. Project Description — Provides a description of the environmental setting and the Project, including project characteristics and a list of discretionary actions.
4. Environmental Impact Analysis — Contains the completed IS Checklist and discussion of the environmental factors that would be potentially affected by the Project.

2. EXECUTIVE SUMMARY

PROJECT TITLE	6445 Sunset
ENVIRONMENTAL CASE NO.	ENV-2020-5408-ND
RELATED CASES	CPC-2020-5407-VZC-HD-CUB-ZAA-RDP-SPR

PROJECT LOCATION	6437, 6443, 6445, and 6439 West Sunset Boulevard, Los Angeles, CA 90028
COMMUNITY PLAN AREA	Hollywood
GENERAL PLAN DESIGNATION	Regional Center Commercial
ZONING	C4-2D-SN
COUNCIL DISTRICT	13 - Mitch O'Farrell

LEAD AGENCY	City of Los Angeles
CITY DEPARTMENT	Department of City Planning
STAFF CONTACT	Alex Truong
ADDRESS	200 North Spring Street, 6th floor, Los Angeles, CA 90012-2601
PHONE NUMBER	(213) 978-3308
EMAIL	alexander.truong@lacity.org

APPLICANT	NELA Development LLC
ADDRESS	5532 N Figueroa St. Suite 200, Los Angeles, CA 90042
PHONE NUMBER	818-383-6934

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

Determination

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.

ALEXANDER TRUONG

Alex Truong, City Planning Associate

3/4/22

PRINTED NAME, TITLE

DATE

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).
5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - Earlier Analysis Used. Identify and state where they are available for review.
 - 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.
 - 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.

3. PROJECT DESCRIPTION

Project Summary

The Project involves the demolition of existing retail uses and the construction of a new hotel containing 175 rooms and 11,400 square feet of restaurant/bar/lounge area at various locations. The proposed building would include 13 above ground stories including a partially covered roof deck and one basement level. The Project would include 4 parking spaces on the ground level and 68 parking spaces in three above ground levels. The building would be 173 feet in height with a floor area ratio (FAR) of 6:1.

Environmental Setting

Project Location

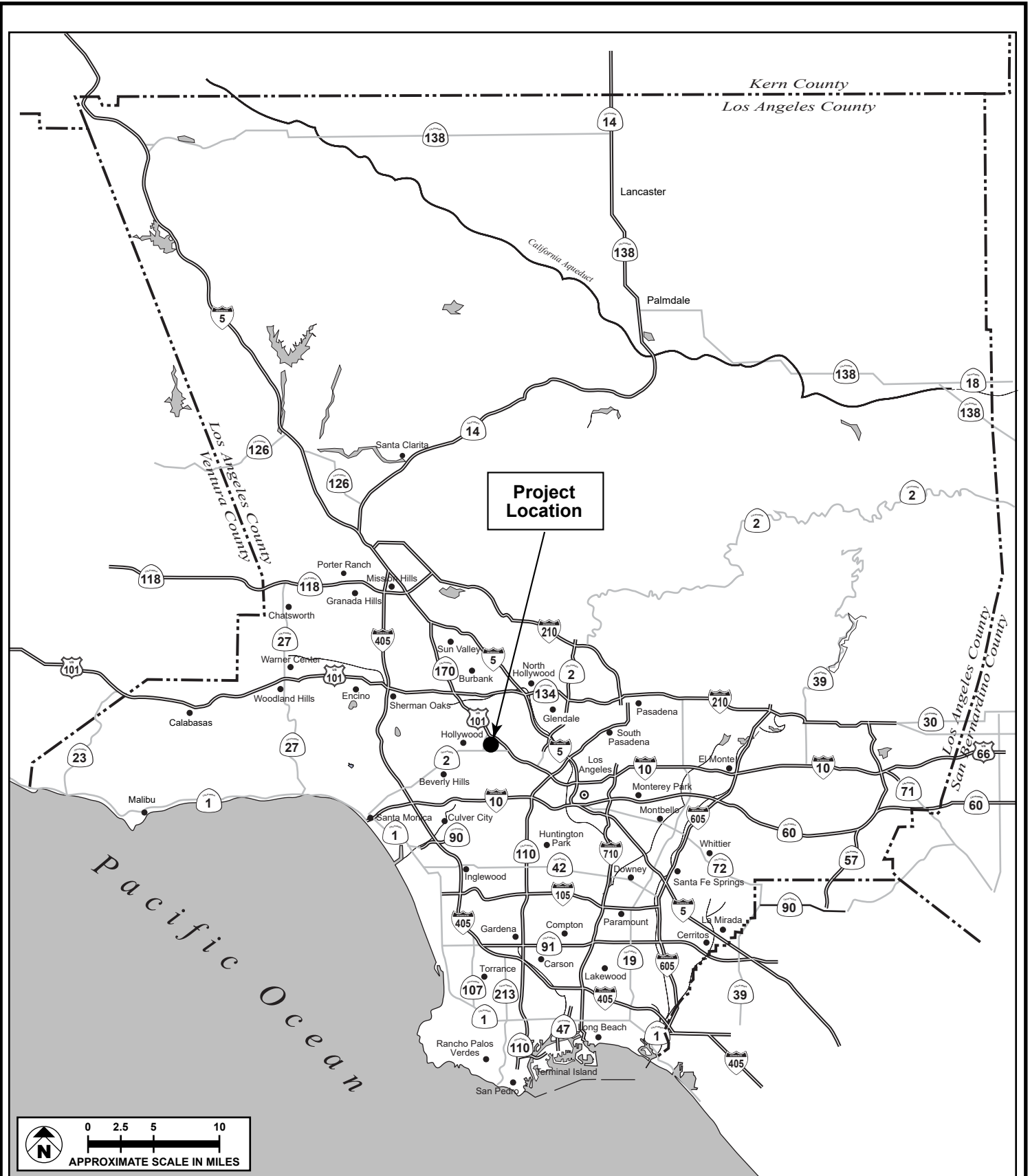
The Project Site, identified by the addresses of 6437, 6439, 6443, and 6445 West Sunset Boulevard, is located along the north side of Sunset Boulevard, west of the intersection of Sunset Boulevard and Cahuenga Boulevard and east of the intersection of Sunset Boulevard and Wilcox Avenue, as seen in **Figure 3-1: Regional and Local Vicinity Map**.

Existing Site Conditions

The Project Site consists of a rectangular parcel containing a total of approximately 9,945 square feet. The Project Site is currently improved with a two-story commercial building built in 1956, as shown in **Figure 3-2: Aerial View of the Project Site**. The building features multiple storefront entrances on Sunset Boulevard. The existing building is occupied with general commercial and office uses. There is one street tree located within the public sidewalk in front of the property. The rear of the site features a surface parking area that connects to a private alley.

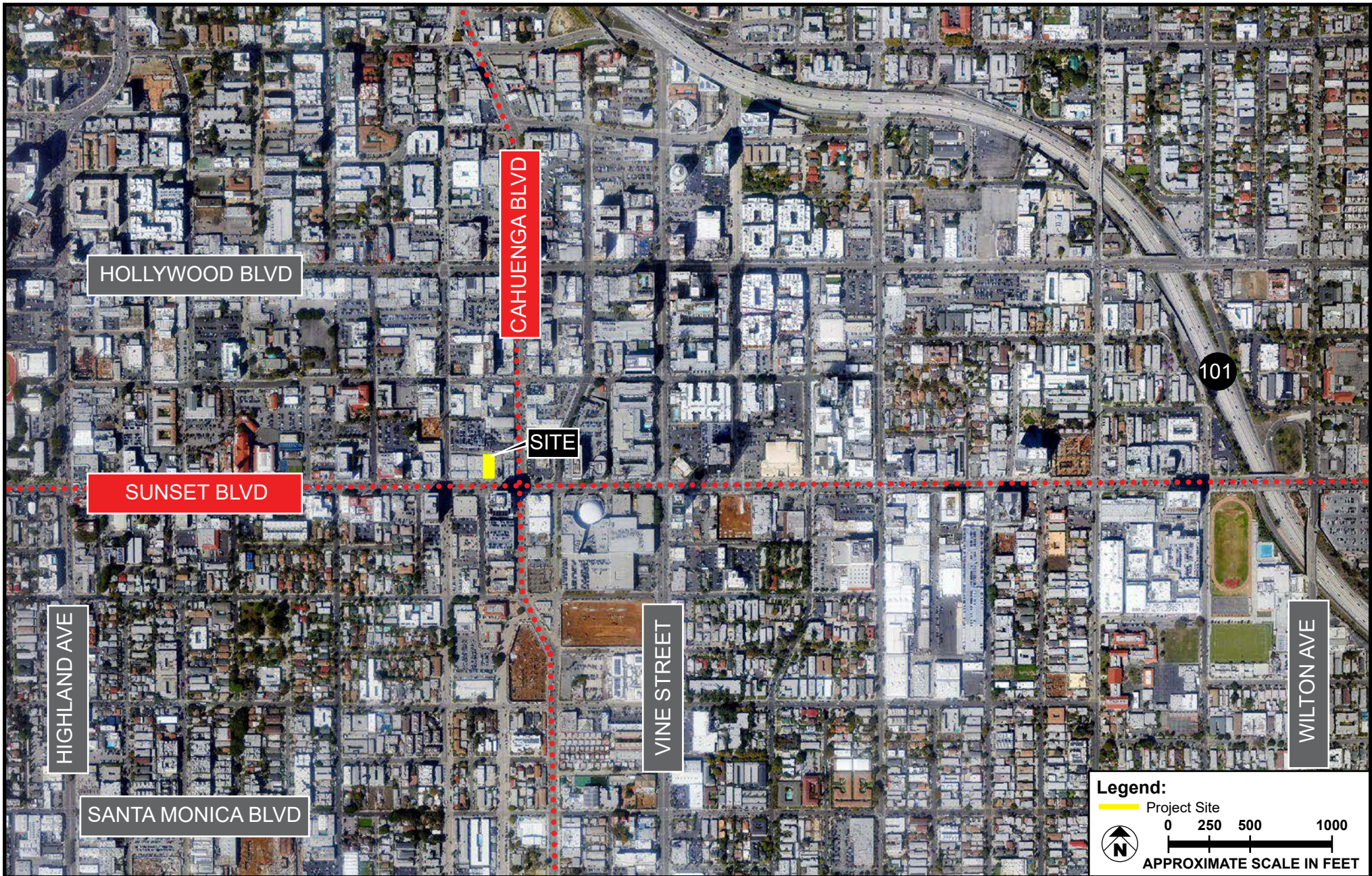
Land Use and Zoning

The City of Los Angeles has divided the City into Community Plan Areas for planning purposes. The Project Site is located within the Hollywood Community Plan (Community Plan) and is designated as a Regional Center Commercial on the Hollywood Community Plan land use map. The General Plan Framework Element's Land Use Chapter identifies Regional Centers as the focal points of regional commerce, identity, and activity. Surrounding properties along Sunset Boulevard are similarly designated for Regional Center Commercial land uses. The Community Plan describes the Regional Center Commercial designation as limited by the Hollywood Redevelopment Project Area (Project Area). As discussed in more detail below, the Property is located in the Project Area.



SOURCE: Meridian Consultants, LLC - 2021

FIGURE 3-1



SOURCE: Google Earth - 2021

FIGURE 3-2

The site is zoned C4-2D. The C4 zone is a commercial zone that allows for the development of a range of commercial uses and residential uses, including hotel, restaurant, bar and lounge uses. The 2D Height District indicates that the site, which normally be limited by Height District 2 to a 6:1 FAR limitation, is subject to a D development limitation imposed Ordinance No 165,660 (effective May 6, 1990) which restricts FAR to 3:1. The C4 zone is listed as a corresponding zone to the Property's Community Plan Regional Center Commercial land use designation and is therefore consistent with the Community Plan.

Additionally, the currently effective Community Plan limits development on property designated Regional Center Commercial to a maximum FAR of 4.5:1 though development up to 6:1 FAR may be permitted with Planning Commission Approval. The FAR limitations in the Community Plan are as a result of the Hollywood Redevelopment Plan. Specifically, the Community Plan states, "The Redevelopment Plan limits development within the Regional Center Commercial designation to the equivalent of an average FAR of 4.5:1 for the entire area so designated" but that "Proposed development in excess of 4.5:1 FAR up to 6:1 FAR may be permitted provided that certain objectives set forth in the Redevelopment Plan subsection 506.2.3 are met." The Project Site is within the Project Area, formerly managed by the Community Redevelopment Agency of the City of Los Angeles (CRA/LA). On December 29, 2011, the California Supreme Court issued its decision in the California Redevelopment Association v. Mat Santos case, which involved challenging the constitutionality of Assembly Bill X1 26 (ABX1 26), the bill that dissolved all redevelopment agencies in California. The decision upheld ABX1 26, which therefore led to the dissolution of the CRA/LA, effective February 1, 2012. ABX1 26, however, did not dissolve adopted redevelopment plans, their land use regulations or associated redevelopment Project Areas. Therefore, the Redevelopment Plan (Redevelopment Plan) and its requirements for development within the Project Area are still in effect. As the City of Los Angeles elected not to become the successor agency to the CRA/LA, a Designated Local Authority (DLA) was formed and the Governor appointed its three-member board to wind down the operations of the former CRA/LA. In June of 2012, the State approved AB 1484, which amended California Health and Safety Code Section 34173(i) to allow the land use related plans and functions of the former redevelopment agency to be transferred to the jurisdiction that initially authorized the creation of the redevelopment agency, upon request by that jurisdiction. Ordinance 186,325 was subsequently prepared to transfer the CRA land use powers to the City of Los Angeles, specifically to the Planning Department. The Ordinance was adopted on September 20, 2019 and became effective November 11, 2019. Therefore, the Planning Department is now responsible for the administering the Project Area's Redevelopment Plan and has created various processes to review proposed projects, including Redevelopment Plan Project Compliance Review, which is anticipated for the Project. The Redevelopment Plan expressly defers permissible land use to those set forth in the Community Plan and zoning designations and ordinances.¹

1 *Redevelopment Plan*, Section 502.

Access and Transit

The Project Site is located along the north side of Sunset Boulevard between Cahuenga Boulevard and Wilcox Avenue. The Project Site is approximately 0.85 miles to the west and 0.625 miles south of the Hollywood Freeway (US 101).

The Project Site is approximately 2,400 feet (less than ½ mile) southwest of the Hollywood/Vine Metro Station. The area is also served by Metro bus lines, specifically Metro Local 2 which runs along Sunset Boulevard with stops located at the intersection with Wilcox Avenue, approximately 250 feet west of the Project Site.

Surrounding Land Uses

The surrounding area is characterized by dense urban development, including commercial (e.g., office, hotel, restaurant and similar uses) and high density multifamily residential uses, of varying heights. The CNN building, a 212-foot high, 14-story structure, is located directly across from the Property at 6430 Sunset Boulevard. The adjacent parcels to the east and west are two and one stories, respectively.

Description of Project

The Project proposes the construction of an approximately 59,655square-foot building, consisting of 12-stories plus a partially covered roof deck and one basement level. A summary of each level is shown in **Table 3-1: Project Breakdown by Floor**. The building would be up to 173feet in height and contain a 175-room hotel and associated dining and lounge spaces. As shown in **Figure 3-3: Ground Floor Plan**, the ground floor will contain a two- way ingress and egress driveway from Sunset Boulevard, queueing for passenger vehicles with circular turnaround, a vehicle elevator and a check in lobby. The lobby would include passenger elevators connecting to all floors; the vehicle elevator would transport vehicles to the parking levels. Four parking stalls would be included on the ground level. In addition, there would be a loading area accessible from the alley that could accommodate a small truck. As shown in **Figure 3-4: Second Floor Plan**, the Second Floor would contain an approximately 6,500 square -foot 255-seat indoor restaurant/bar with an approximately 1,100 square -foot 84 seat outdoor covered restaurant/bar deck facing Sunset Boulevard. Floors 3 to 5 would contain 68 parking spaces that will be accessed by the vehicle elevator on the first floor, as shown in **Figure 3-5: Third Floor Through Fifth Floor Plan**. As shown in **Figure 3-6: Sixth Floor Plan** and **Figure 3-7: Seventh through Twelfth Floor Plan**, the guest rooms would be located on levels 6 to 12 and would range in size from approximately 170 square feet to 300 square feet. The Project would also include a partially covered deck on top of the 12th floor that would contain an approximately 4,900 square -foot 301 -seat indoor restaurant/bar with an approximately 1,580 square-foot 56 -seat outdoor restaurant/bar deck located at the rear of the building, as shown in **Figure 3-8: Roof Plan**. A single basement level would contain storage, office, mechanical and utility space. The Project would result in a total FAR of approximately 6:1.

**Table 3-1
Project Breakdown by Floor**

Level	Use	Indoor Area (sq. ft.)	Guest Rooms	Parking Stalls
Roof	Covered Roof Deck/Restaurant seating, Open to Sky Deck	4,900	N/A	N/A
Level 12	Guest Rooms	6,625	25	N/A
Level 11	Guest Rooms	6,625	25	N/A
Level 10	Guest Rooms	6,625	25	N/A
Level 9	Guest Rooms	6,625	25	N/A
Level 8	Guest Rooms	6,625	25	N/A
Level 7	Guest Rooms	6,625	25	N/A
Level 6	Guest Rooms Open to Sky Deck	6,625	25	N/A
Level 5	Parking	N/A	N/A	25
Level 48	Parking	N/A	N/A	25
Level 3	Parking	N/A	N/A	21
Level 2	Bar, Restaurant, Covered Deck, Bike Rack	7,600	N/A	N/A
Level 1	Lobby and Lounge, Car Lift	780	N/A	N/A
Basement	Mechanical Rooms, Storage	N/A	N/A	N/A

Architectural Design

The structure would be built in a Modern architectural style, as shown in **Figure 3-9: Building Elevations**. The building façade materials include aluminum steel frame glass curtain walls for guest floors and perforated metal panels and vertical “green” walls for the parking floors. Additionally, roof material would include aluminum composite panels.

Access, Circulation, and Parking

Pedestrian and vehicular access would be via the main entrance along Sunset Boulevard. Loading and unloading, including space for queuing of cars, and parking would be accommodated within the proposed structure.

The Project will provide 68 vehicular parking spaces above ground on levels 3 through 5 with 4 spaces on the ground floor. Additionally, 80 long-term and 24 short-term bicycle parking spaces will be provided on-site.

Open Space, Recreation, and Landscaping

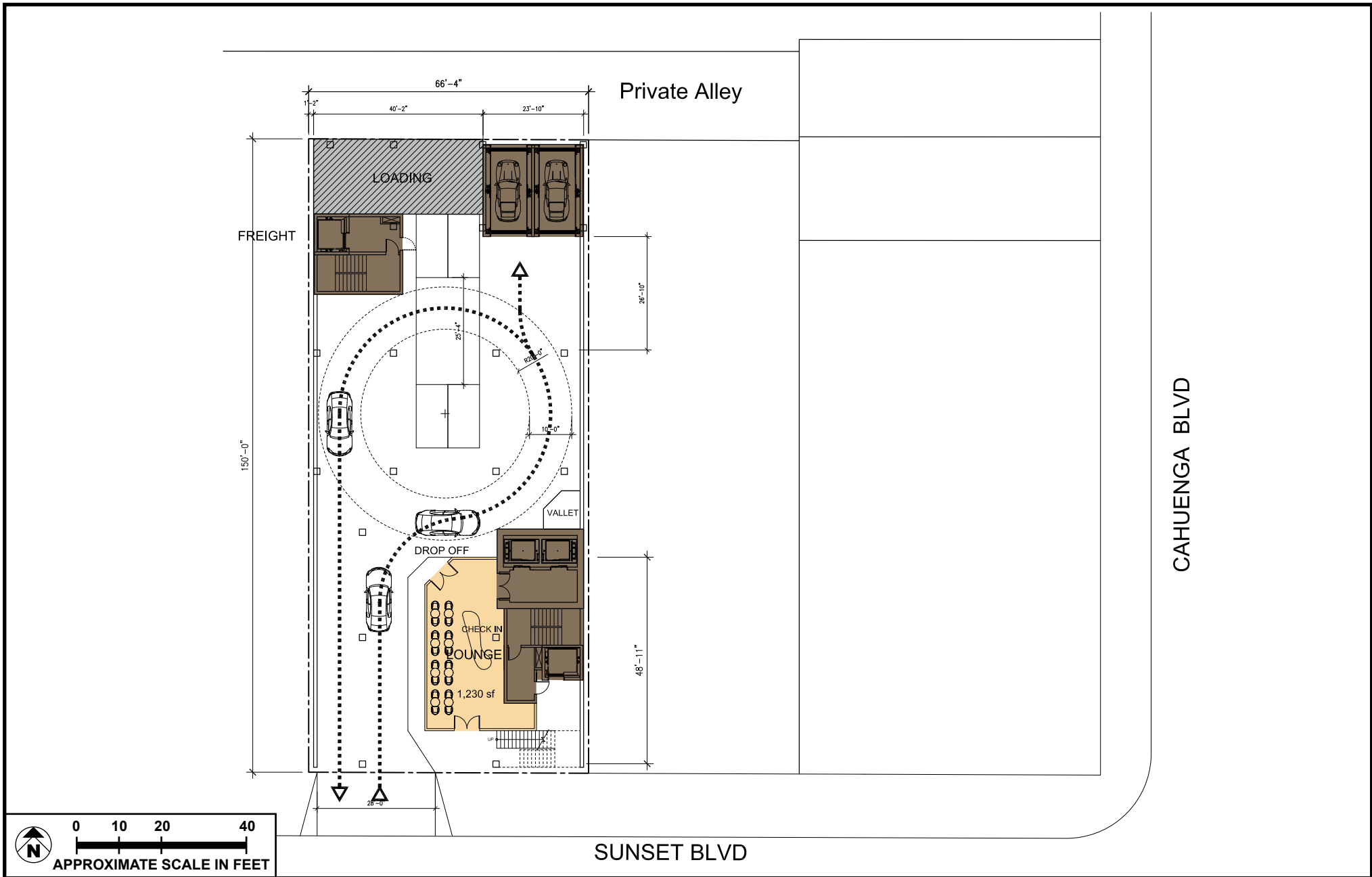
The Project would include an uncovered deck on level 6 for hotel guests that may feature ornamental landscaping. The Project would also include covered outdoor restaurant seating on level 2 and uncovered outdoor seating on the roof, both of which may feature ornamental landscaping.

Lighting and Signage

New Project signage would be used for building identification, wayfinding, and security markings. Exterior lights would be wall- or ground-mounted and shielded away from adjacent land uses. Building security lighting would be used at all entry/exits and would remain on from dusk to dawn and would be designed to prevent light trespass onto adjacent properties. Signage for the commercial uses would be in conformance with the Los Angeles Municipal Code (LAMC).

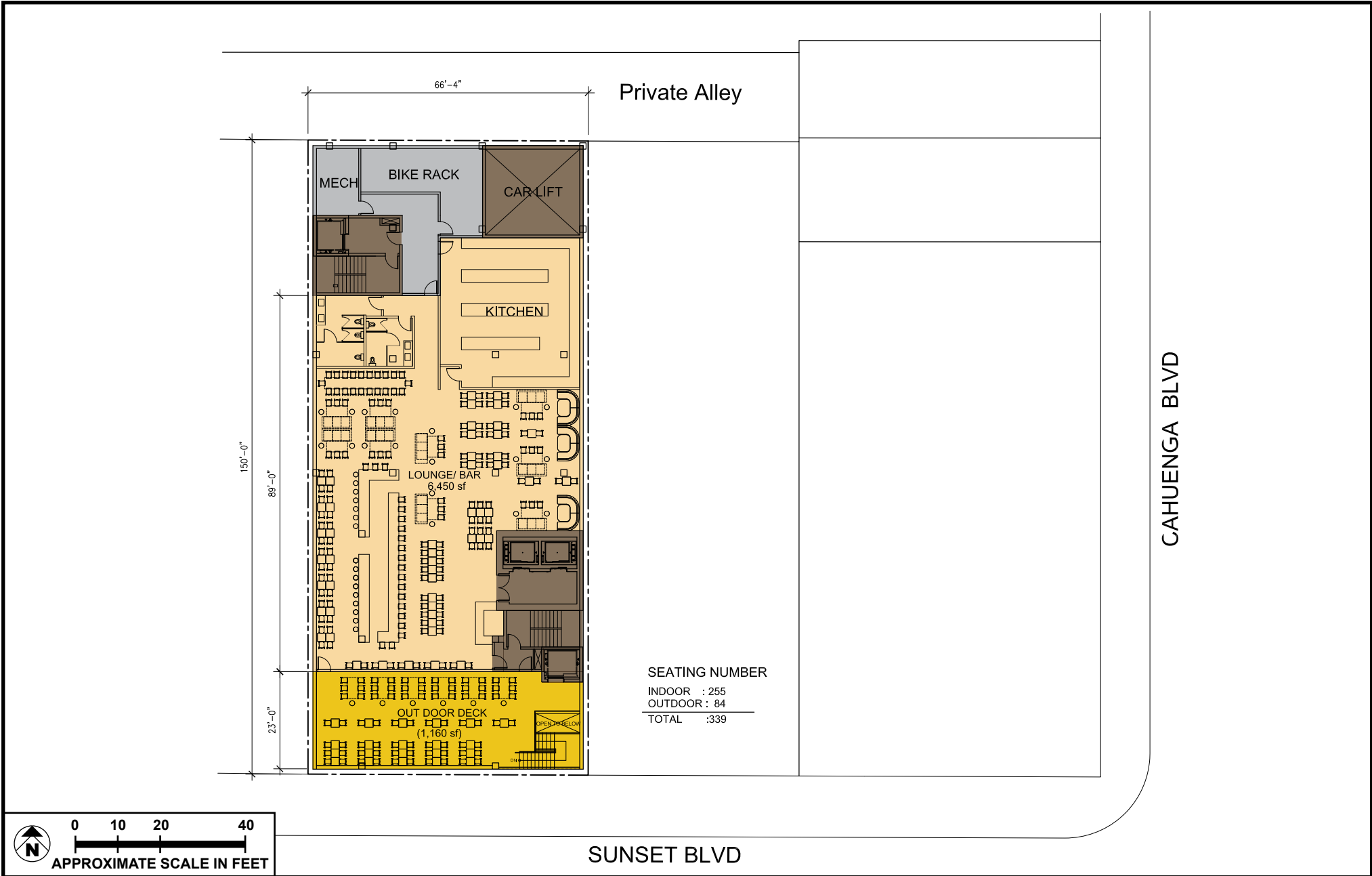
Sustainability

The project is designed to meet the latest in California/Uniform building codes, Title 24, and Cal-Green. In accordance with new Cal-Green requirements.



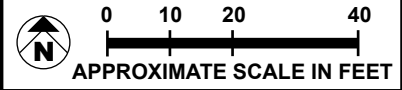
SOURCE: ARCHEON - December, 2020

FIGURE 3-3



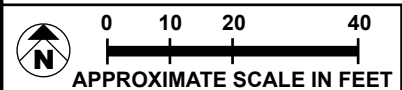
SOURCE: ARCHEON - December, 2020

FIGURE 3-4



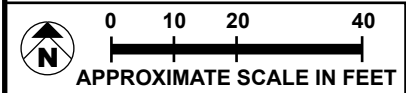
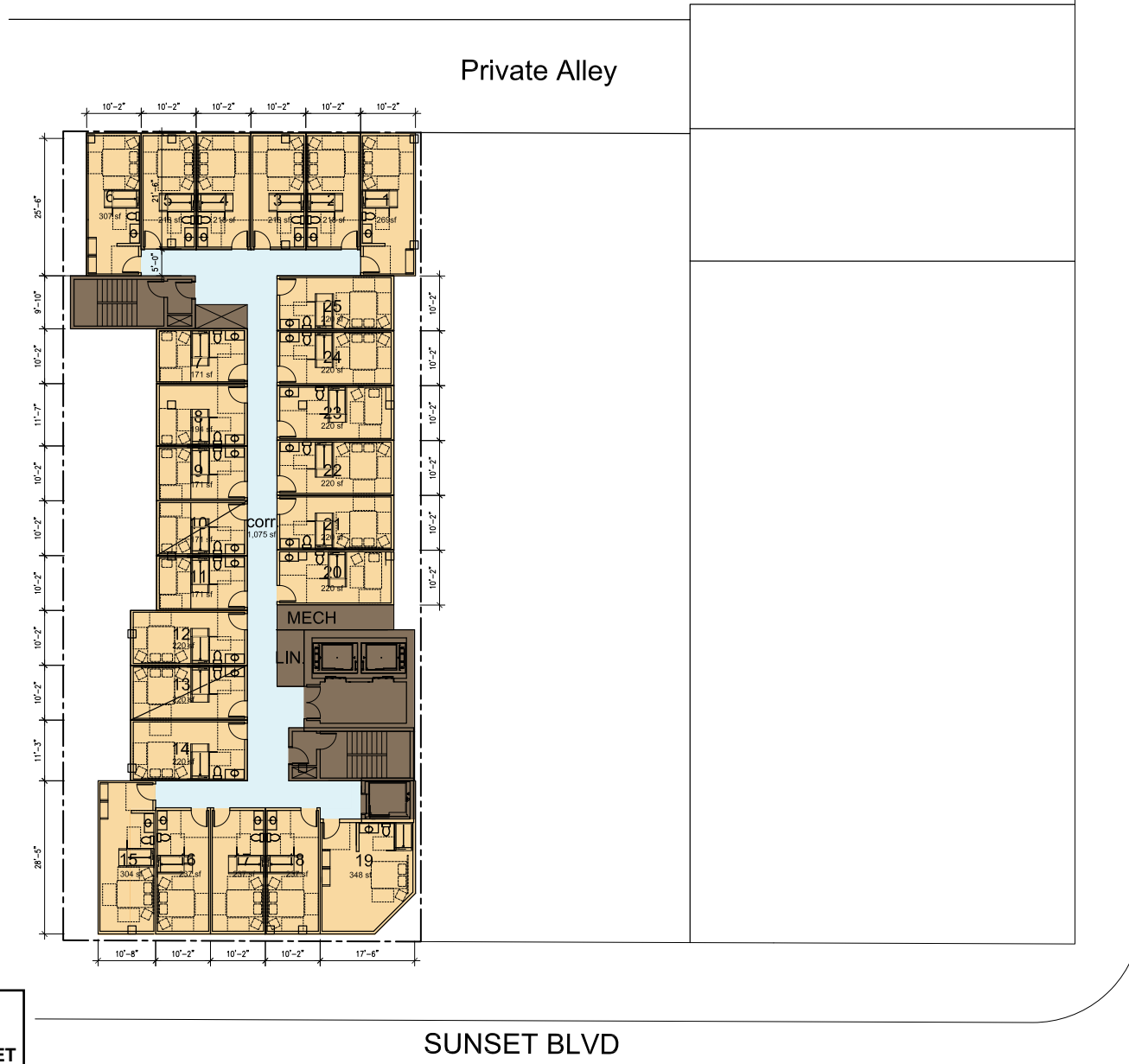
SOURCE: ARCHEON - December, 2020

FIGURE 3-5



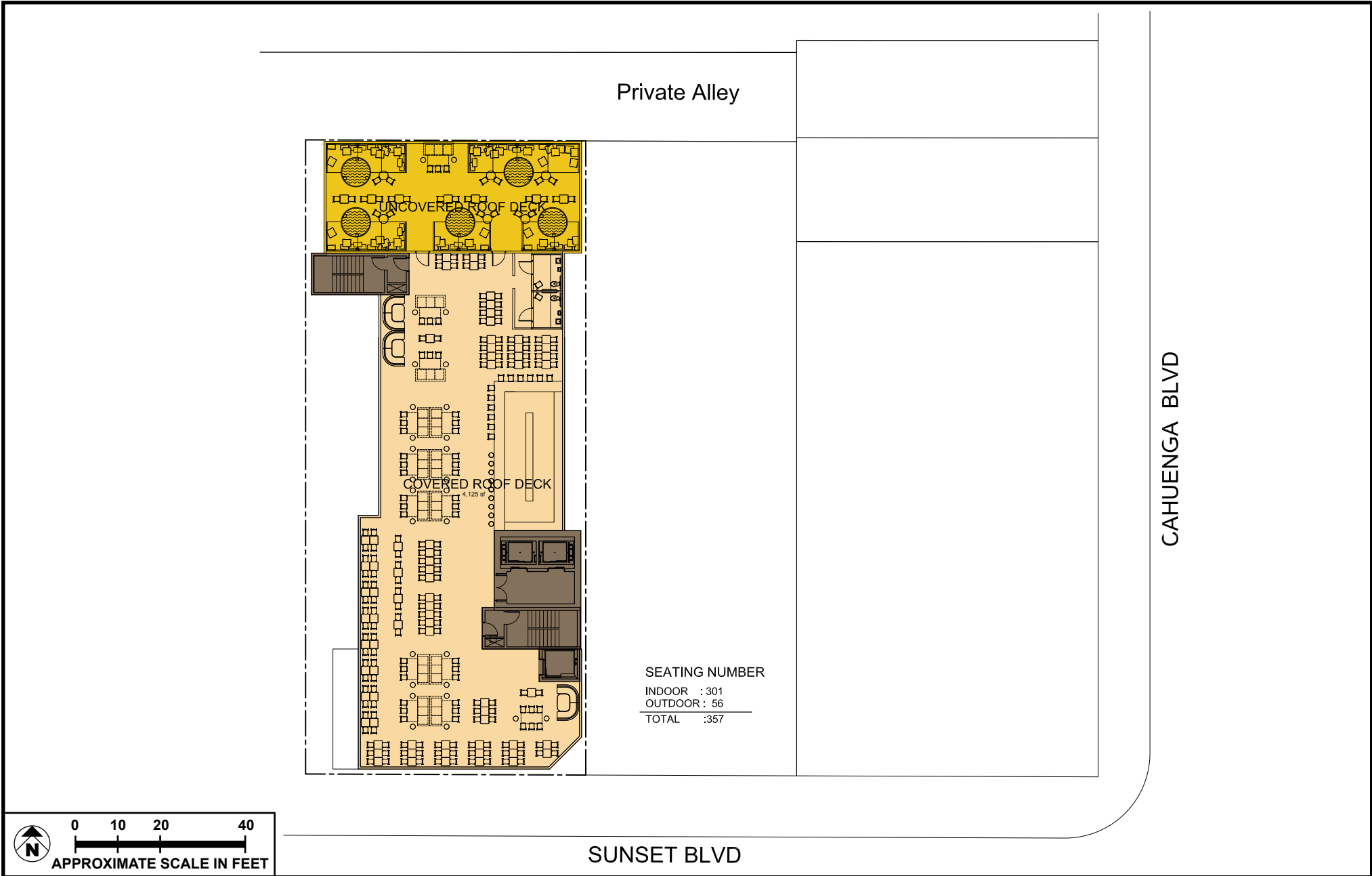
SOURCE: ARCHEON - December, 2020

FIGURE 3-6



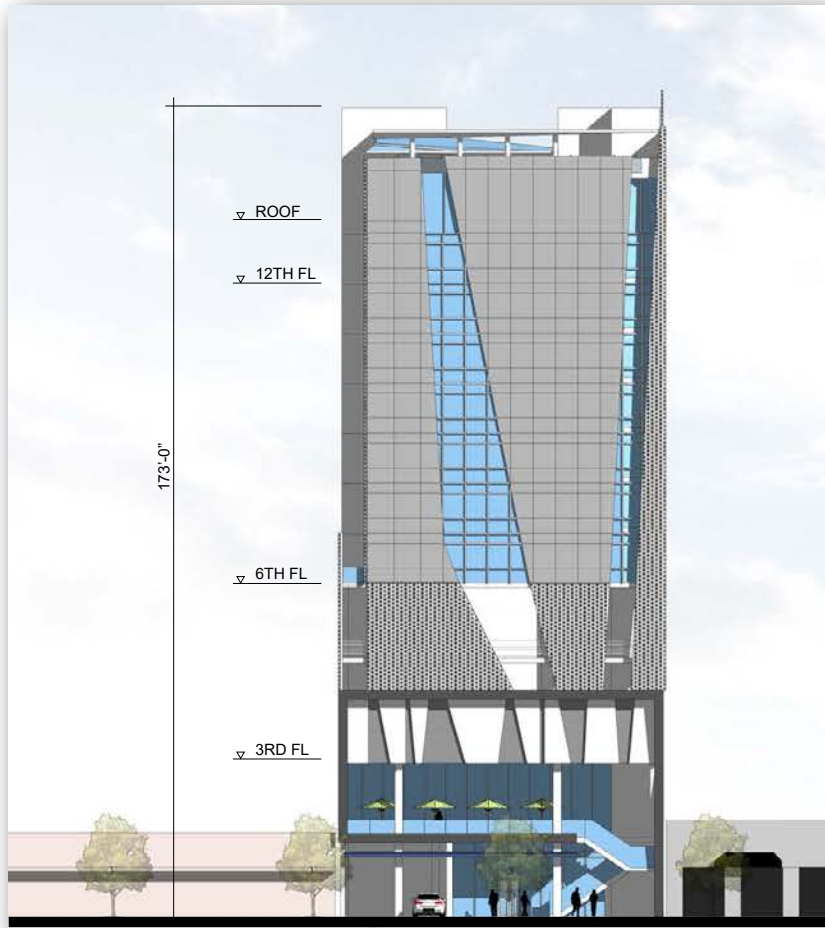
SOURCE: ARCHEON - December, 2020

FIGURE 3-7

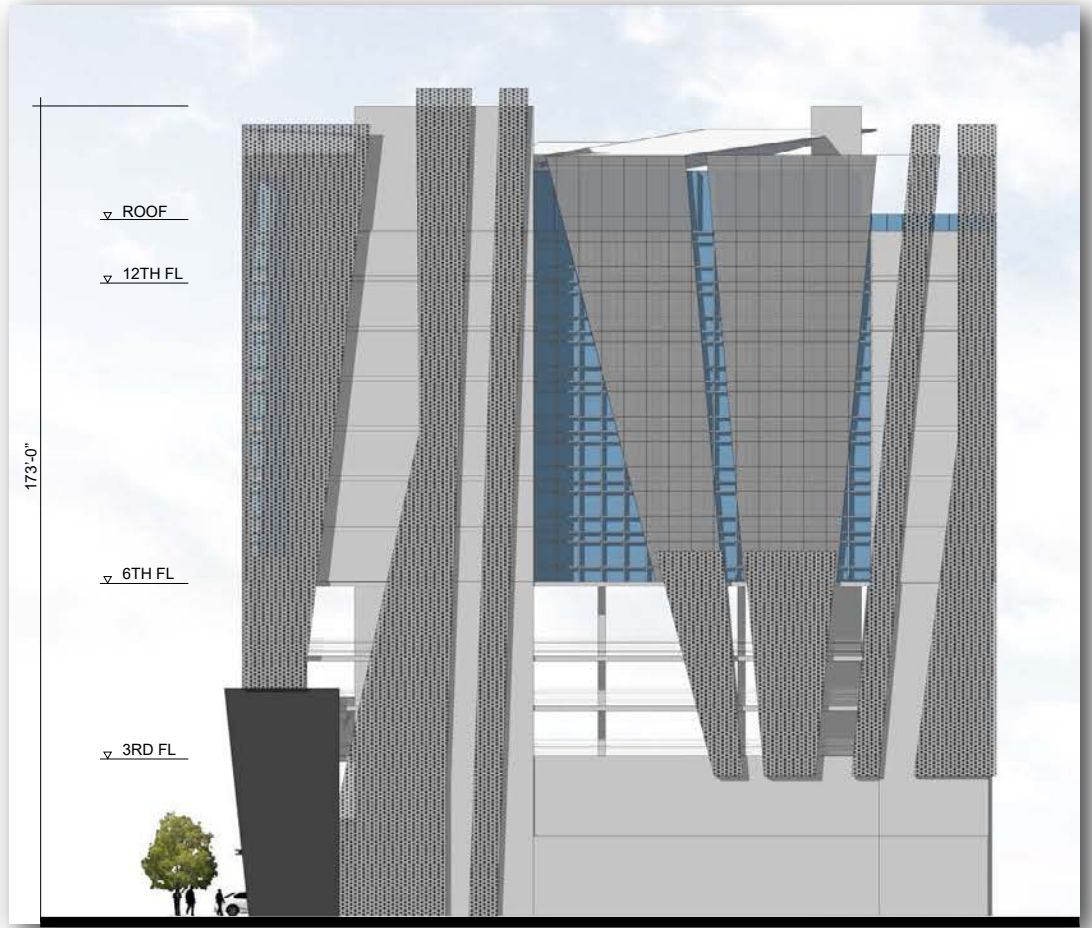


SOURCE: ARCHEON - December, 2020

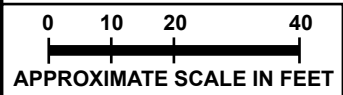
FIGURE 3-8



SOUTH



EAST



SOURCE: ARCHEON - December, 2020

FIGURE 3-9

Construction

The Project would be constructed over approximately 22 months with completion expected in 2024. The construction period would include sub-phases of site demolition, excavation and grading, foundations, and building construction. Construction activities would include the demolition of the existing building at 6437, 6443, 6445, and 6439 West Sunset Boulevard and removal of the existing rear surface parking area. Approximately 7,500 cubic yards of soil would be excavated and exported. Peak haul truck activity occurs during demolition and excavation, and peak worker activity occurs during building construction. As required by the Los Angeles Department of Building and Safety a detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, would be prepared and submitted to the City for review and approval, prior to issuance or demolition, grading and building permits and commencement of construction. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community.

Requested Permits and Approvals

The Project approvals are as follows:

- Pursuant to LAMC Section 12.32(f) and (q), a Vesting Zone and Height District Change from C4-2D-SN to C2-2-SN to remove the existing D Limitation and allow an FAR not to exceed 6 to 1;
- Pursuant to LAMC Section 12.32 (p), approval of a reduction of up to 20% in the code required parking;
- Pursuant to LAMC Section 12.24-W,1, a Conditional Use Permit for the on-site sale and consumption of a full line of alcoholic beverages;
- Pursuant to LAMC Section 16.05, Site Plan Review for a development creating more than 50 guest rooms;
- A Zoning Administrator's Adjustment, pursuant to LAMC Section 12.28.C, to allow reduced side and rear yard setbacks in lieu of the otherwise required side and rear yard setbacks in the C2 zone
- Project Compliance, pursuant to LAMC Section 11.5.14, for Redevelopment Plan Project Compliance to permit 6:1 FAR in the Regional Center Commercial area.

Other discretionary and ministerial permits and approvals may be deemed necessary, including, but not limited to, temporary street closure permits, foundation permits, building permits, and sign permits.

Responsible Public Agencies

A Responsible Agency under CEQA is a public agency with some discretionary authority over a project or a portion of it, but which has not been designated the Lead Agency (State CEQA Guidelines Section 15381). No responsible agencies have been identified for the Project.

4. ENVIRONMENTAL IMPACT ANALYSIS

I. Aesthetics

PRC Section 21099(d) states that “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment.” PRC Section 21099 defines a “transit priority area” as an area within 0.5 mile of a major transit stop that is “existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.” PRC Section 21064.3 defines “major transit stop” as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” PRC Section 21099 defines an “employment center project” as “a project located on property zoned for commercial uses with a FAR of no less than 0.75 and that is located within a TPA. PRC Section 21099 defines an “infill site” as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. The related City of Los Angeles Department of City Planning Zoning Information (ZI) File ZI No. 2452 provides further instruction concerning the definition of transit priority projects and that “visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact” shall not be considered an impact for infill projects within TPAs pursuant to CEQA.²

The Project is within 0.5 miles of the Hollywood/Vine Metro station; the property is zoned for commercial uses and the Project will have a FAR greater than 0.75 on a lot located within an urban area. As such, PRC Section 21099 applies to the Project. Therefore, aesthetic impacts of the Project shall not be considered significant. The analysis of aesthetics in this initial study is for informational purposes only and not for determining whether the Project will result in significant impacts to the environment. As such, nothing in the aesthetic impact discussion in this initial study shall trigger the need for any CEQA findings or mitigation measures.

2 City of Los Angeles Department of City Planning, Zoning Information File ZA No. 2452, Transit Priority Areas (TPAs)/Exemptions to Aesthetics and Parking Within TPAs Pursuant to CEQA. Available at: <http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf>. Accessed January 2021.

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

Except as provided in PRC Section 21099 would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | <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 checked="" type="checkbox"/> | <input type="checkbox"/> |

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

Less than Significant Impact. A scenic vista is a view of natural, historic, and/or architectural features possessing visual and aesthetic value to the community. The Hollywood Community Plan does not identify any scenic vistas within immediate surroundings, nor is the Project Site located within or along a designated scenic corridor as identified in the City’s General Plan. Views near the Project Site are largely constrained by adjacent structures and the highly urbanized vicinity. No scenic views are provided from or through the Project Site. Furthermore, pursuant to PRC Section 21099(d), aesthetic impacts of the Project shall not be considered significant. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project is not located within or along a designated scenic highway and no scenic views

exist from or through the currently developed site.^{3,4} Furthermore, pursuant to PRC Section 21099(d), aesthetic impacts of the Project shall not be considered significant. As such, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

- c. In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

No Impact. As stated on page II-46 of the Conservation Element of the City’s General Plan, several sections of the Los Angeles Municipal Code (LAMC) are specifically intended to encourage retention of existing landforms in order to protect scenic quality. Furthermore, is it the policy of the city to “encourage and/or require property owners to develop their properties in a manner that will, to the greatest extent practical, retain significant existing landforms (e.g., ridge lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views.” The Project is within a highly urbanized area and would not alter existing landforms and would not obstruct public view or access to other unique visual features, as such would comply with regulations governing scenic quality. Furthermore, pursuant to PRC Section 21099(d), aesthetic impacts of the Project shall not be considered significant. As such, no impacts would occur.

Mitigation Measures: No mitigation measures required.

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

Less than Significant Impact. The Project involves the construction, use, and maintenance of a hotel in a City of Los Angeles. Lighting and building materials would be consistent with the type of use and the location. The Project vicinity features similar commercial and high-density residential uses. Glare can occur from structures featuring substantial expanse of glass or other reflective material. The facades of the structure would feature a pattern of glass curtain wall and perforated metal panels that would not provide extensive enough reflective glazing to generate substantial adverse glare. Furthermore, pursuant to PRC Section 21099(d), aesthetic impacts of the Project shall not be considered significant. As such, the impacts would remain less than significant.

Mitigation Measures: No mitigation measures are required.

3 City of Los Angeles General Plan, Mobility Element, https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf, accessed June 11, 2020.

4 Caltrans, Scenic Highways, <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>, accessed June 11, 2020.

II. Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 PRC section 12220(g)), timberland (as defined by PRC 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"/>
a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				

No Impact. The Project is located within a developed and urbanized area of the City of Los Angeles. No farmland or agricultural activity exists on or near the Project Site. According to the California Department of Conservation’s “Los Angeles County Important Farmland 2010” map, the Project Site is not designated

as farmland.⁵ No portion of the Project Site is designated as Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project Site is located within the jurisdiction of the City of Los Angeles and is subject to the applicable land use and zoning requirements of the LAMC. The Project Site is zoned for commercial use and is not zoned for agricultural production, and there is no farmland at the Project Site. In addition, no Williamson Act Contracts are in effect for the Project Site.⁶ No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project Site is zoned C4-2D. The Project Site is not zoned as forestland or timberland, and there is no timberland production at the Project Site. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project Site did not contain any forest land. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Neither the Project Site nor nearby properties are currently utilized for agricultural or forestry uses. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

5 California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Important Farmland Map, Los Angeles County Important Farmland 2010 (January 2011), <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/los10.pdf>.

6 California Department of Conservation, *Division of Land Resource Protection*, "The Land Conservation (Williamson) Act" (2013), <http://www.conservation.ca.gov/dlrp/lca/Pages/Index.aspx>.

III. Air Quality

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

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a. **Would the project conflict with or obstruct implementation of the applicable air quality plan?**

Less than Significant Impact. A significant air quality impact could occur if a project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan.

For projects within the City of Los Angeles or elsewhere in the South Coast Air Basin (Basin), the applicable AQMP is that prepared by the South Coast Air Management District (SCAQMD). The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the SCAQMD, works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments, and cooperates actively with all State and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures through educational programs or fines, when necessary.

The determination of AQMP consistency is primarily concerned with the long-term influence of the proposed Project on air quality in the Basin. The proposed Project represents infill development that is

generally consistent with the City's land use and zoning designation for such commercial uses. The proposed Project would be required to comply with all applicable SCAQMD rules and regulations to further reduce pollutant concentration emissions. As such, Thus, the proposed Project's long-term influence on air quality would be consistent with the goals and policies of the AQMP.

In addition, the baseline emissions inventory in the 2016 AQMP and the growth forecasts are based on the SCAG 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Projects that are consistent with SCAG's projections of employment and population are considered consistent with the AQMP growth projections because SCAG forecasts forms the basis of the land use and transportation control portions of the AQMP. Though SCAG has prepared revised projections subsequently, the AQMP is based on SCAG's 2016 RTP/SCS, which depicted growth from 2012 to 2040. The City of Los Angeles had a total of 1,696,400 employees in 2012 and the AQMP estimates a total of 2,169,100 employees by the year 2040, an increase of 472,700 employees.⁷ The Project is an infill development that is expected to generate up to 133 employees (not deducting for the employees currently working on the site), which is only a slight fraction of the AQMP's projected future employment growth.⁸ Moreover, the Project Site is commercially zoned where employment growth is expected. As such, the Project represents an insubstantial portion of the projected employment growth in the City of Los Angeles and is therefore consistent with the projections of employment and population forecasts of the AQMP.

In addition, according to the SCAQMD *CEQA Handbook*, the consistency determination requires an analysis of the proposed Project's pollutant emissions relative to regional pollutant concentrations.⁹ SCAQMD developed regional emissions thresholds to determine whether or not a project would contribute to air pollutant violations. If a project exceeds the regional air pollutant thresholds, then it would significantly contribute to air quality violations in the Basin. An estimate of emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod) recommended by the SCAQMD.

Table 4.3-1: Maximum Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days for each construction phase, including both on and off-site sources. Construction activities during demolition/site clearing and site preparation/excavation would primarily generate particulate matter less than 10 microns (PM10) and particulate matter less than 3.0 microns (PM2.5) emissions. Mobile sources (such as diesel-fueled equipment on site and traveling to and from the Project Site) would primarily generate nitrogen oxide (NOx) emissions. The application of architectural coatings would primarily result in the release of reactive organic gas (ROG) emissions. As shown, construction-

7 SCAG, *2016-2040 RTP/SCS Demographics and Growth Forecast*, Appendix, April 2016.

8 See **Section XIV: Population and Housing**.

9 South Coast Air Quality Management District, *CEQA Air Quality Handbook*, p. 12-3, 1993.

related daily emissions associated with the would not exceed any regional SCAQMD significant threshold for criteria pollutants during the construction phases.

**Table 4.3-1
Maximum Construction Emissions**

Source	VOC	NOx	CO	Sox	PM10	PM2.5
	pounds/day					
Maximum	17	17	18	<1	6	3
SCAQMD Mass Daily Threshold	75	100	550	150	150	55
Threshold exceeded?	No	No	No	No	No	No

Notes:

CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; SOx = sulfur oxides; VOC = volatile organic compounds.

*Refer to **Appendix A** for Air Quality modeling data results.*

Furthermore, the Project would be required to comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located with the South Coast Air Basin (SCAB). Therefore, compliance with SCAQMD Rule 403 that would further reduce fugitive dust emissions was included in CalEEMod as a regulatory compliance measure.

Operational activities associated with the Project would result in long-term emissions from area, energy, and mobile sources. Area-source emissions are based on natural gas (building heating and water heaters), landscaping equipment, and consumer product (including paint) usage rates provided in CalEEMod. Natural gas usage factors in CalEEMod are based on the California Energy Commission’s California Commercial End Use Survey data set, which provides energy demand by building type and climate zone. Mobile source emissions are derived primarily from vehicle trips generated by the Project. Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of tire wear particulates. The emissions estimates for travel on paved roads were calculated using the CalEEMod model. As shown in **Table 4.3-2: Maximum Operational Emissions**, criteria pollutant emissions would be below the SCAQMD operational thresholds. As such, the Project would not conflict with or obstruct the implementation of the AQMP. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

**Table 4.3-2
Maximum Operational Emissions**

Source	pounds/day					
	VOC	NOx	CO	Sox	PM10	PM 2.5
Area	2	<1	<1	<1	<1	<1
Energy	<1	1	1	<1	<1	<1
Mobile	2	8	23	<1	8	2
Total	4	10	24	<1	8	2
SCAQMD Threshold	55	55	550	150	150	55
Threshold exceeded?	No	No	No	No	No	No

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations.

CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate 2matter less than 2.5 microns; SOx = sulfur oxides; VOC = volatile organic compounds.

*Refer to **Appendix A** for Air Quality modeling data results.*

- b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard?**

Less than Significant Impact. A significant impact could occur if the Project would add a considerable cumulative contribution to federal or State nonattainment pollutants. With respect to determining the significance of the Project contribution, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project-specific impacts. Furthermore, SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment. As discussed before, the Project would not generate construction or operational emissions that exceed the SCAQMD's recommended regional thresholds of significance. Based on SCAQMD guidance, this indicates that the Project would not generate a cumulatively considerable increase in emissions of the pollutants for which the Basin is in nonattainment. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

- c. Would the project expose sensitive receptors to substantial pollutant concentrations?**

Less than Significant Impact. A significant impact could occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are defined as schools, residential homes, hospitals, resident care facilities, daycare centers or other facilities

that may house individuals with health conditions who would be adversely impacted by changes in air quality. The nearest sensitive receptors are the residences located along the west side of Wilcox Avenue north of Sunset Boulevard, approximately 265 feet northeast of the Project Site.

Localized Significance Thresholds

The SCAQMD has developed localized significance thresholds (LSTs) based on the pounds of emissions per day that could be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds, which are found in the mass rate look-up tables in the “Final Localized Significance Threshold Methodology” document prepared by the SCAQMD,¹⁰ apply to projects that are less than or equal to 5 acres in size and are only applicable to the following criteria pollutants: NO_x, CO, PM₁₀, and PM_{2.5}. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each Source Receptor Area (SRA). For PM₁₀, the LSTs were derived based on requirements in SCAQMD Rule 403—Fugitive Dust. For PM_{2.5}, LSTs were derived based on a general ratio of PM_{2.5} to PM₁₀ for both fugitive dust and combustion emissions.

The LST methodology considers emissions generated from on-site sources and excludes emissions from off-site vehicular traffic. The SCAQMD provides mass rate lookup tables as a screening tool to determine the likelihood of localized impacts from Project construction and operation. Ambient conditions for Central Los Angeles, as recorded in SRA 1 by the SCAQMD, were used for ambient conditions in determining appropriate threshold levels. The LST mass rate look-up tables are applicable to NO_x, CO, PM₁₀, and PM_{2.5} emissions.

The result of the LST analysis are provided in **Table 4.3-3: Localized Construction and Operational Emissions**. These estimates assume the maximum area that would be disturbed during construction on any given day during Project buildout. Construction would comply with the SCAQMD’s Rule 403 (Fugitive Dust), which requires watering of the site during dust-generating construction activities, stabilizing disturbed areas with water or chemical stabilizers, and preventing track-out dust from construction vehicles. As shown, emissions would not exceed the localized significance construction and operational thresholds.

Toxic Air Contaminants

TAC impacts are assessed through a health risk assessment (HRA) for projects that use, store, or process carcinogenic or non-carcinogenic toxic air contaminants in sufficient quantities and duration to pose a risk to human health. SCAQMD guidance for HRAs has been extended to include operations that include

10 South Coast Air Quality Management District, Final Localized Significance Threshold Methodology (June 2003; rev. October 21, 2009).

frequent, numerous and long-term mobile sources such as heavily travelled freeways, truck stops, distribution centers and ports.

Project construction would result in short-term emissions of diesel particulate matter, which is a Toxic Air Contaminant (TAC). Off-road heavy-duty diesel equipment would emit diesel particulate matter over the course of the construction period. Localized diesel particulate emissions (strongly correlated with PM_{2.5} emissions) would be minimal and would be substantially below localized thresholds, as shown in **Table 4.3-3**. Project compliance with the California Air Resources Board (CARB) anti-idling measure, which limits idling to no more than 5 minutes at any location for diesel-fueled commercial vehicles, would further minimize diesel particulate matter emissions in the Project Area.

Project operations would generate only minor amounts of diesel emissions from delivery trucks and incidental maintenance activities. Trucks would comply with the applicable provisions of the CARB Truck and Bus regulation to minimize and reduce emission from existing diesel trucks. In addition, Project operations would only result in minimal emissions of air toxics from maintenance or other ongoing activities, such as from the use of architectural coatings or cleaning products.

The Project is not a land use that uses, stores, or processes carcinogenic or non-carcinogenic toxic air contaminants in sufficient quantities and duration to pose a risk to human health nor does it involve frequent and numerous truck activity. As a result, toxic or carcinogenic air pollutants are not expected to occur in any meaningful amounts in conjunction with operation of the proposed uses within the Project Site. Based on the uses expected on the Project Site, potential long-term operational impacts associated with the release of TACs would be minimal and would not be expected to exceed the SCAQMD thresholds of significance.

Mitigation Measures: No mitigation measures are required.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. According to the SCAQMD, while almost any source may emit objectionable odors, some land uses are more likely to produce odors because of their operation. Land uses more likely to produce odors include agriculture, chemical plants, composting operations, dairies, fiberglass molding manufacturing, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants. The Project does not contain any of these uses. Therefore, objectionable odors would not be emitted by the Project. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

**Table 4.3-3
Localized Construction and Operational Emissions**

Source	NOx	CO	PM10	PM2.5
	On-Site Emissions (pounds/day)			
Construction				
Total maximum emissions	12	7	5	3
LST threshold	74	882	15	5
Threshold Exceeded?	No	No	No	No
Operational				
Project Area/energy emissions	1	1	<1	<1
LST threshold	74	882	4	2
Threshold Exceeded?	No	No	No	No

Notes:

Totals in table may not appear to add exactly due to rounding in the computer model calculations.

CO = carbon monoxide; NOx = nitrogen oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns.

*Refer to **Appendix A** for Air Quality modeling data.*

IV. Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Wildlife 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 Wildlife 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 State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

No Impact. The Project Site is within a highly urbanized area that does not contain any biological resources or habitat area. The site is improved with an existing commercial structure and surface parking area that will be demolished as a part of the Project. No impact would result.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project Site and surroundings are highly urbanized and developed with high density and intensity uses. The Project Site and surroundings do not contain any riparian habitat and do not contain any streams or water courses necessary to support riparian habitat.¹¹ Therefore, the Project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or the United States Fish and Wildlife Services, and no impacts would occur.

Mitigation Measures: No mitigation measures are required.

- c. **Would the project have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

No Impact. The Project Site is entirely developed and generally covered and does not contain any wetlands or natural drainage channels. Nor does the Project Site have the potential to support any riparian or wetland habitat Therefore, no impacts to wetlands would occur.

Mitigation Measures: No mitigation measures are required.

11 U.S. Fish & Wildlife Service, National Wetlands Inventory, <https://www.fws.gov/wetlands/data/Mapper.html>, accessed June 12, 2020.

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

No Impact. The Project Site is developed with a commercial building and is located in a heavily urbanized area of the City of Los Angeles. Due to the highly urbanized nature of the Project Site and surrounding area, the Project Site does not support habitat for native resident or migratory species or contain native nurseries. Therefore, no impacts to fish or wildlife would occur.

Mitigation Measures: No mitigation measures are required.

- e. **Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

No Impact. The Project Site is improved with a commercial structure and surface parking area. It does not contain locally-protected biological resources, such as oak trees, Southern California black walnut, western sycamore, and California bay trees. In fact, there are no trees on the site at all. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project Site is not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.¹² Therefore, the Project had no impact on the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

Mitigation Measures: No mitigation measures are required.

12 *City of Los Angeles General Plan, "Conservation Element,"* https://planning.lacity.org/odocument/28af7e21-ffdd-4f26-84e6-dfa967b2a1ee/Conservation_Element.pdf, accessed June 12, 2020.

V. Cultural Resources

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

Would the project:

- a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5? Potentially Significant Impact Less Than Significant with Mitigation Incorporated Less Than Significant Impact No Impact
- b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? Potentially Significant Impact Less Than Significant with Mitigation Incorporated Less Than Significant Impact No Impact
- c. Disturb any human remains, including those interred outside of dedicated cemeteries? Potentially Significant Impact Less Than Significant with Mitigation Incorporated Less Than Significant Impact No Impact

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5?

No Impact. The existing building and the surface parking areas at the Project Site are not designated historic in either the National or California Register, and they are not designated at the local level. Additionally the existing building and surface parking area were not identified by Survey LA as structures that are potentially eligible for listing on the National Register of Historic Places, the California Register of Historic Resources or for designation as a local “Historic Cultural Monument.”¹³ Additionally, the Project Site is not located within a designated Historic Preservation Overlay Zone (HPOZ) or identified on Survey LA as part of a potential future historic district.^{14,15} The Draft EIR for the Hollywood Community Plan Update did not indicate that the Project Site or the adjacent properties were designated or eligible historic resources.¹⁶ There is no other evidence suggesting the existing building and surface parking area are historic resources. Accordingly, demolition of the existing building and surface parking area to implement the Project would not result in an adverse change in the significance of a historic resource.

The closest designated historic resources is the Cinerama Dome, located 600 feet to the southeast, though several eligible properties are located closer.¹⁷ Other designated resources within ¼-mile include along Hollywood Boulevard to the north and to the south along Wilcox Avenue. However, none of the

13 HistoricPlacesLA, <http://www.historicplacesla.org/map>, accessed June 15, 2020.
 14 Survey LA, <https://planning.lacity.org/preservation-design/survey-la-results-hollywood>, accessed June 15, 2020.
 15 City of Los Angeles, ZIMAS, *Parcel Profile Report*, <http://zimas.lacity.org/reports/75f5d967988d44528e5714e705028b1b.pdf>, accessed June 15, 2020.
 16 *Hollywood Community Plan Update Draft EIR*, Los Angeles Department of City Planning, Figure 4.5-1H(i).
 17 *Hollywood Community Plan Update Draft EIR*, Los Angeles Department of City Planning, Figure 4.5-1H(i).

immediately adjacent properties are either designated or eligible. Due to physical separation between the Project Site and the designated and eligible resources, Project implementation would not cause any direct physical change or indirect change in significance of this or other nearby historical resources. Therefore, no impacts related to historical resources would occur as a result of the Project

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The Project Site and immediately surrounding areas do not contain any known archaeological sites or archaeological survey areas. The Project Site had been previously graded and developed and is currently entirely covered by an existing building and surface parking area. As such, the upper levels of sediment and fill are not likely to contain undisturbed archaeological resources. In the unlikely circumstance that archaeological resources are unearthed, the City of Los Angeles Department of Building and Safety has a protocol for evaluating inadvertent finds during construction work, which includes guidelines set forth in California PRC Section 21083.2. This protocol dictates that work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines. Adherence to this regulatory compliance measure would ensure that if any previously unknown archaeological artifacts are unearthed, those artifacts would be handled in a way that would not cause a substantial adverse change in their significance. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. No formal cemeteries, other places of human interment, or burial grounds or sites are known to occur on the Project Site or within the surrounding area. The Project Site had been previously graded and developed. As such, the upper levels of sediment and fill are not likely to contain any human remains. In the unlikely circumstance that human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California PRC Section 5097.98. If human remains of Native American origin are discovered during project construction, compliance with State laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposition of Native American burials will be adhered to. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

VI. Energy

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

Would the project:

- a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
- b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?
- a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

Less than Significant Impact. A significant impact could occur if a project results in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources. There is no specific quantitative threshold, rather a qualitative determination is made as to whether the use of energy by a project is wasteful, inefficient, or unnecessary. The Project would be built and operated in accordance with the standards set forth in Title 24, Part 6 (Building Energy Efficiency Standards for Residential and Nonresidential Buildings) and Title 24, Part 11 (California Green Building Standards Code, aka CALGreen) of the California Code of Regulations, which create uniform building codes to reduce California’s energy consumption and provide energy efficiency standards. Adherence to these energy requirements would ensure conformance with the State’s goal of promoting energy efficiency. These requirements impose a higher level of energy efficiency on new construction than existing older structures. As such, the consumption of energy by the Project would not be wasteful, inefficient or unnecessary. Furthermore, as infill transit-served development the Project would not result in a substantial increase in transportation energy usage and already connected to existing utilities such as gas, water, wastewater and electricity. Therefore, impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Less than Significant Impact. A significant impact could occur if the proposed Project has the potential to conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Los Angeles Department of Water and Power (LADWP) prepares a Power Strategic Long-Term Resource Plan (SLTRP) to guide its long-term efficient and reliable provision of electricity, including increasing use of renewable sources. The SLTRP assumes future development within the LADWP service area will comply with local efficiency standards. In addition, Southern California Gas contributes to the preparation of the California Gas Report that outlines strategies for energy efficiency. The Project would be constructed and operated to the current applicable building standards, including all applicable mandatory measures within the LA Green Building Code that would have the effect of ensuring efficient energy use by the Project. The Project would not interfere with any energy source utilized by LADWP, SoCal Gas or other energy provider. As such, the Project would not conflict with or obstruct State or local plans for renewable energy or energy efficiency. Impacts would be less than significant impacts.

Mitigation Measures: No mitigation measures are required.

VII. Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. **Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

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

Less than Significant Impact. A significant impact would occur if the Project would cause adverse effects as a result of a fault rupture of a known fault. The Project Site is not within an Alquist-Priolo Earthquake Fault Zone or other designated fault zone. The nearest Active Fault Near-Source Zone, Hollywood Fault, is located almost one mile from the Project Site.¹⁸ There is no other substantial evidence that the Project Site is located on or near any other fault. Nonetheless, the Project Site could be subjected to strong ground shaking in the event of an earthquake. However, this is an existing hazard common in Southern California. The Project would involve the construction of a commercial structure to be utilized for hotel purposes in accordance with applicable regulations including the seismic construction requirements of the Los Angeles Building Code (LABC). Adherence to code requirements would ensure that the potential; for adverse effects would not increase compared to existing conditions Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

ii. Strong seismic ground shaking?

Less than Significant Impact. A significant impact could occur if a project were to represent an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically induced ground-shaking hazards that are greater than the average risk associated with the existing environment. The Project Site could be subjected to strong ground shaking in the event of an earthquake. However, this is an existing hazard common in Southern California. The Project would involve the construction of a commercial structure to be utilized for hotel purposes in accordance with applicable regulations including the seismic construction requirements of the LABC. The current code includes more advanced seismic safety requirements than the existing buildings were subject to. Adherence to current code requirements would ensure that the potential for adverse effects would not increase compared to existing conditions. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigations measures are required.

18 City of Los Angeles, ZIMAS, *Parcel Profile Report*, <http://zimas.lacity.org/reports/75f5d967988d44528e5714e705028b1b.pdf>, accessed June 15, 2020.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact. The Project is not located within an area identified as having a potential for liquefaction.¹⁹ Additionally, the Project would involve the construction of a commercial structure to be utilized for hotel purposes in accordance with applicable regulations including the seismic construction requirements of the LABC, Chapter 18, Division 1, Section 1804.5: Liquefaction Potential and Soil Strength Loss. As such, impacts were determined to be less than significant.

Mitigation Measures: No mitigation measures are required.

iv. Landslides?

No Impact. A project-related significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding. The Project is not located within an area identified as having a potential for landslides.²⁰ The Project Site and surroundings are relatively level. Additionally, the Project would involve the construction of a commercial structure to be utilized for hotel purposes in accordance with applicable regulations including the seismic construction requirements of the LABC. As such, impacts were determined to be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The site is currently completely developed with impervious surfaces. Given the developed nature of the site, substantial topsoil is not present on the site. Development of the Project has the potential to result in the erosion of soils underneath the existing development during site preparation and construction activities. However, all construction activities involving earthwork must comply with Chapter IX, Division 70 of the LAMC and the City's Low Impact Development Ordinance which together would reduce any soil erosion from the site. Low-impact development (LID) plans are required to include a site design approach and BMPs that address runoff and pollution at the source. As such, compliance with City and State regulatory requirements would minimize erosion potential to a less than significant level.

Mitigation Measures: No mitigation measures are required.

19 City of Los Angeles, ZIMAS, *Parcel Profile Report*, <http://zimas.lacity.org/reports/75f5d967988d44528e5714e705028b1b.pdf>, accessed June 15, 2020.

20 City of Los Angeles, ZIMAS, *Parcel Profile Report*, <http://zimas.lacity.org/reports/75f5d967988d44528e5714e705028b1b.pdf>, accessed June 15, 2020.

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

Less than Significant Impact. A significant impact could occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. The Project Site location is not located within an area identified as having a potential for seismic slope instability, liquefaction or landsliding.²¹ Additionally, construction of the Project would comply with the City and State building codes that minimize the potential effects of soil conditions. As such, impacts of the Project would be less than significant.

Mitigation Measures: No mitigation measures are required.

- d. **Be located on expansive soil, as defined in table 18-1-b of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property caused in whole or in part by the project exacerbating the expansive soil conditions?**

Less than Significant Impact. A significant impact could occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. All construction activities involving earthwork must comply with Chapter IX, Division 70 of the LAMC. This includes requiring, as part of the permitting process, that the Applicant prepare a site-specific geotechnical report to be reviewed by the Department of Building and Safety. Compliance with the recommendations of the geotechnical report would ensure that the Project would not exacerbate soil conditions. The Project would be required to adhere to the seismic safety requirements contained in the LABC, as well as the applicable recommendations provided in the geotechnical investigations required by the City to minimize soil and seismic-related hazards. As such, impacts of the Project would be less than significant.

Mitigation Measures: No mitigation measures are required.

21 City of Los Angeles, ZIMAS, *Parcel Profile Report*, <http://zimas.lacity.org/reports/75f5d967988d44528e5714e705028b1b.pdf>, accessed June 15, 2020.

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

No Impact. A project could cause a significant impact if adequate wastewater disposal were not available. The Project Site is located in a highly urbanized area where wastewater infrastructure is currently in place. Therefore, no impact would occur.

Mitigation Measures: No mitigation measures are required.

- f. **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Less than Significant Impact. A significant impact would occur if excavation or construction activities associated with the Project would disturb paleontological or unique geological features. There are no unique geologic features within the surrounding community.²² The Project Site had been previously graded and developed. As such, the upper levels of sediment and fill are not likely to contain fossils. The Project would excavate to a depth of 20 feet for purposes of one basement level and footings. It is considered unlikely that unique paleontological resource would be encountered. In the circumstance that paleontological resources are encountered, the City of Los Angeles Department of Building and Safety has a protocol for evaluating inadvertent finds during construction. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

22 Hollywood Community Plan Update Draft EIR, Los Angeles Department of City Planning, page 4.5-50

VIII. Greenhouse Gas Emissions

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

Would the project:

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

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

Less than Significant Impact. A significant impact could occur if a project would generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment. GHG emissions refer to a group of emissions that are believed to affect global climate conditions. These gases trap heat in the atmosphere, and the major concern is that increases in GHG emissions are causing global climate change. Global climate change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation, and temperature.

The City has not adopted a numerical significance threshold for assessing impacts related to GHG emissions. In 2008 a SCAQMD staff working group discussed interim CEQA GHG significance thresholds. The SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for stationary source/industrial projects where the SCAQMD is the lead agency. However, the SCAQMD has yet to adopt a GHG significance threshold for land use development projects such the proposed Project. When no quantitative significance thresholds have been formally adopted by a lead agency, the California Air Pollution Control Officers Association (CAPCOA) suggests making significance determinations on a case-by-case basis. In the absence of any adopted, numeric threshold, the City evaluates the significance of a project by considering whether the project conflicts with applicable regulations or requirements adopted to implement a Statewide, regional, or local plan for the reduction of mitigation of GHG emissions. This approach is consistent with CEQA Guidelines Section 15064, which provides that a

determination that an impact is not cumulatively considerable may rest on compliance with previously adopted plans or regulations, including plans or regulations for the reduction of GHG emissions. As discussed under threshold b, below, the Project would not result in significant impacts when considered against this threshold.

Mitigation Measures: No mitigations measures are required.

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

Less than Significant Impact. Applicable plans and policies adopted to reduce GHG emissions include Sustainable Communities and Climate Protection Act (SB 375), SCAG’s SCS, and the City of Los Angeles Sustainable City pLAn.

SB 375, signed into law in September 2008, aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. This act requires metropolitan planning organizations (MPOs) to adopt a SCS or Alternative Planning Strategy (APS) that prescribes land use allocation in that MPO’s RTP. CARB, in consultation with MPOs, provided regional reduction targets for GHGs for the years 2020 and 2035. The Project is a commercial infill in a transit-supported location that would be within the employment and population forecasts used by SCAG in developing the SCS for the region. As such, the Project would not conflict with SB 375.

In September 2020, SCAG’s adopted Connect SoCal as its 2020-2045 RTP/SCS. Connect SoCal includes population, housing and employment projections that form the basis for SCAG’s analysis of future land use patterns, mobility, and thus GHG emissions. Connect SoCal includes strategies that identify how the SCAG region can implement Connect SoCal and achieve related GHG reductions. Though some of the strategies can be implemented by local jurisdictions as part of land use decisions, not all of these strategies are applicable to the Project. Those strategies that are relevant to the Project are identified below in **Table 4.8-1: SCAG 2020—2045 RTP/SCS Project Consistency Analysis**. As shown, the Project would support the achievement of the goals of the RTP/SCS. Furthermore, the Project is within the SCAG population and employment projections for the City of Los Angeles.

On April 8, 2015, the City of Los Angeles released the Sustainable City pLAn (pLAn), which defines a roadmap for actions to be taken by the City over the next 20 years to create a City that is environmentally healthy, economically prosperous, and equitable in opportunity. The pLAn addresses increasing local water and solar energy resources, energy efficiency in new buildings, carbon and climate leadership and waste and landfills. The City’s objectives are to reduce GHG emissions below 1990 baseline by at least 45 percent by 2025, 60 percent by 2035 and 80 percent by 2050. By 2017, the City will develop a comprehensive

climate action and adaptation plan. Strategies and policy initiative include creating a benchmarking policy for building energy use and incentivizing or requiring Leadership in Energy and Environmental Design (LEED) Silver or better for new construction.

**Table 4.8-1
SCAG 2020—2045 RTP/SCS Project Consistency Analysis**

Goal/Strategy	Consistency Analysis
Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations	Consistent. The Project is within a Transit Priority Area and is served by Metro bus and rail lines.
Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets	Consistent. The Project would provide job opportunities near transit in a regional center.
Plan for growth near transit investments and support implementation of first/last mile strategies	Consistent. The Project provides growth near transit.
Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses	Consistent. The Project would redevelop older retail uses.
Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods	Consistent. The Project would be an infill development of an underutilized site.
Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations)	Consistent. The Project would position a hotel within walking distance of transit and the services and amenities of Hollywood.

Source: SCAG, 2020–2045 RTP/SCS.

In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 179,890). As the LAGBC includes applicable provisions of the State’s CALGreen Code, a new project that can demonstrate it complies with the LAGBC is considered consistent with Statewide GHG reduction goals and policies including AB32 (California Global Warming Solutions Act of 2006). Through required implementation of the LAGBC, the proposed Project would be consistent with local and Statewide goals and polices aimed at reducing the generation of GHGs.

In addition to the above, the Project would be consistent with the planned land use for the Hollywood Community Plan area. The Project would also be designed and built to comply with Title 24 Part 6, and the LA Green Building Code. Furthermore, the Project is an infill development served by existing public transit. As such, the Project would not conflict with an applicable plan, policy, or regulation for the purposes of reducing the emissions of GHGs. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

IX. Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the Project Area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Less than Significant Impact: A significant impact would occur if the Project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction of the Project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operation of the Project would involve the limited use and storage of common hazardous substances typical of those used in the maintenance of commercial developments, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies, and vehicle fuels, oils, and transmission fluids. However, all potentially hazardous materials would be used and stored in accordance with applicable federal, State, and local regulations. No uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or would transport, use, or dispose of substantial quantities of hazardous materials. Thus, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. A significant impact could occur if the Project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The operation of the Project would involve only limited quantities of common hazardous materials and no reasonably foreseeable upset and accident conditions. The existing commercial building on the Project Site was built in 1956, and may contain asbestos-containing materials (ACMs) and lead-based paint (LBP). Demolition of this building would have the potential to release these materials into the environment. The removal of asbestos is regulated by SCAQMD Rule 1403; therefore, any asbestos found on site would be required to be removed in accordance with applicable regulations prior to demolition. Similarly, removal of lead-based paint is regulated by California Code of Regulations Title 17. Based on compliance with existing regulations, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. The closest school is the Blessed Sacrament Catholic School at 6641 Sunset Boulevard, approximately one-quarter of a mile west of the Project Site. Operation of the Project would not generate direct emissions or handle substantial amounts of hazardous materials that would impact this school. Likewise, construction traffic would follow more direct routes to the 101, such as east along Sunset Boulevard or north along Cahuenga Boulevard, and therefore would not pass by the school. No other schools are located along Sunset Boulevard or Cahuenga Boulevard between the Project Site and the 101. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

- d. **Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would 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?**

Less than Significant Impact. Section 65962.5 of the California Government Code requires the Department of Toxic Substances Control, Department of Health Services, and Water Resources Control Board to compile lists of hazardous waste sites. The Project Site and the surrounding properties are not included in the available environmental records.²³ As such, the Project would have less than significant impacts.

Mitigation Measures: No mitigation measures are required.

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

No Impact. A significant impact may occur if a Project is located within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The closest airport is the Burbank Airport, located approximately 7 miles to the north. Therefore, the Project Site is not within two miles of an airport, and there would be no impact.

Mitigation Measures: No mitigation measures are required.

23 Department of Toxic Substances Control, "EnviroStor," <https://www.envirostor.dtsc.ca.gov/public/>, Accessed June 20, 2020.

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

Less than Significant Impact. A significant impact may occur if a Project were to interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan or would generate traffic congestion that would interfere with the execution of such a plan. The nearest emergency route is Sunset Boulevard, which abuts the Project Site to the south.²⁴ Construction may cause temporary and/or partial street closures around the perimeter of the site. While such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans and would be required to comply with City standards for construction activity in a right of way. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

g. Exacerbate existing hazardous environmental conditions by bringing people or structures, either directly or indirectly, into areas that are susceptible to a significant risk of loss, injury or death involving wildland fires?

No Impact. The Project is located in an urbanized area of Los Angeles and does not include wildlands or high fire hazard terrain or vegetation. As such, no impact would occur.

Mitigation Measures: No mitigation measures are required.

24 City of Los Angeles General Plan, Safety Element, https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf, accessed June 15, 2020.

X. Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. 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; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact. A significant impact would occur if the Project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems, or does not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB). Stormwater runoff from the Project has the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with runoff from landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary household cleaners). Thus, the Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the Project Site are minimized for downstream receiving waters. The ordinances contain requirements for construction activities and operation of Projects to integrate LID practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all Projects consistent with the City's landscape ordinance and other related requirements in the City's Development Best Management Practices (BMPs) Handbook. Conformance would be ensured during the City's building plan review and approval process. Furthermore, the Project Site is currently developed with an existing building and surface parking area, developed prior to the LID ordinance. As such, stormwater flow under Project conditions would be subject to improved retention and treatment as compared to existing. Therefore, the proposed Project would result in less than significant impacts.

Mitigation Measures: No mitigation measures are required.

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact. A significant impact may occur if a project includes excavations resulting in the potential to interfere with groundwater movement or included withdrawal of groundwater or paving of existing permeable surfaces important to groundwater recharge. The Project would not require the use of groundwater at the Project Site. Potable water would be supplied by the LADWP, which draws its water supplies from distant sources. The Project Site is completely impervious and thus not a source of groundwater recharge. Excavations would not reach depths that would intercept the existing water table. The historical depth to groundwater in the Project Area is 50 to 80 feet.²⁵ Excavation for the Project would

25 California Department Of Conservation Division Of Mines And Geology, Seismic Hazard Zone Report For The Hollywood 7.5-Minute Quadrangle, Los Angeles County, California, 1998.

extend less than 30 feet. As such, excavation for the Project would not interfere with groundwater movement. Therefore, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

c. **Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

i. ***result in substantial erosion or siltation on- or off-site;***

Less than Significant Impact. A significant impact would occur if the Project would substantially alter the drainage pattern of an existing stream or river such that flooding would result. There are no streams or rivers located in the Project vicinity. During Project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Impermeable surfaces resulting from the development of the Project would not substantially change the volume of stormwater runoff in a manner that would result in flooding on- or off-site. Accordingly, significant alterations to existing drainage patterns within the site and surrounding area would not occur. The existing site is improved with impermeable surface. Therefore, the proposed Project would result in less than significant impacts related to the alteration of drainage patterns and on- or off-site flooding.

Mitigation Measures: No mitigation measures are required.

ii. ***substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;***

Less than Significant Impact. Site-generated surface water runoff would continue to flow to the City's storm drain system. Impermeable surfaces resulting from the development of the Project would not significantly change the volume of stormwater runoff because the Project Site is covered with a building and surface parking and the Project would also cover the entire Project Site. The site is already developed with impermeable uses including a commercial bundling and a surface parking area. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, water runoff after development would not exceed the capacity of existing or planned drainage systems. Any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the LID Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan (SUSMP), as an L.A.M.C. requirement

to address water runoff and storm water pollution. Therefore, the proposed Project would result in less than significant impacts related to flooding on- or off-site.

Mitigation Measures: No mitigation measures are required.

- iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;*

Less than Significant Impact. A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the Project Site, or if the Project would substantially increase the probability that polluted runoff would reach the storm drain system. Site-generated surface water runoff would continue to flow to the City's storm drain system. Pursuant to local practice and City regulations, stormwater retention would be required as part of City's SUSMP implementation features and the requirements of the LID ordinance requirements. The primary purpose of the LID ordinance is to ensure that development and redevelopment projects mitigate runoff in a manner that captures rainwater and removes pollutants while reducing the volume and intensity of stormwater flows. Accordingly, with compliance to the LID ordinance, the Project would not create or contribute to surface runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the proposed Project would result in less than significant impacts related to existing storm drain capacities or water quality.

Mitigation Measures: No mitigation measures are required.

- iv. impede or redirect flood flows?*

No Impact. The Project is not within a special flood hazard area or within a 100-year flood zones mapped by the Federal Emergency Management Agency.²⁶ As such, the Project would not impede or redirect flood flows. No impact would occur.

Mitigation Measures: No mitigation measures are required.

- d. Would the project risk release of pollutants due to project inundation in a flood hazard, tsunami, or seiche zones?**

No Impact. A significant impact would occur if the Project Site were sufficiently close to the ocean or other water body to potentially be at risk of the effects of seismically induced tidal phenomena (i.e., seiche and tsunami), or if the Project Site is located adjacent to a hillside area with soil characteristics that would

26 Federal Emergency Management Agency (FEMA). 2020, March. FEMA's National Flood Hazard Layer (NFHL) Viewer. <https://hazardsfema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&extent=->.

indicate potential susceptibility to mudslides or mudflows. The Project Site is not located in a potential seiche or tsunami zone nor is it located at risk of mudslides or mudflows. Therefore, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. A significant impact could occur if the Project includes potential sources of water pollutants that would have the potential to interfere with a water quality control plan or sustainable groundwater management plan. The Project involves the construction, use, and maintenance of a new hotel. The Project Site is currently covered with impervious surface and thus not a source of groundwater recharge. As compared to existing conditions, a commercial building and surface parking area, the Project would not introduce different potential sources of water pollutants. The Project is required to comply with the NPDES standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the Project Site are minimized for downstream receiving waters. Moreover, the Project would comply with the City's LID ordinance, the primary purpose of which is to ensure that development and redevelopment projects mitigate runoff in a manner that captures rainwater and removes pollutants while reducing the volume and intensity of storm water flows. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

XI. Land Use and Planning

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

Would the project:

- a. Physically divide an established community?
- b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

a. Would the project physically divide an established community?

No Impact. A significant impact would occur if the Project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The Project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The Project is an infill development on an existing lot in an urbanized area in Los Angeles. As such, the Project would not divide an established community. Therefore, no impact would occur.

Mitigation Measures: No mitigation measures are required.

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The land use policies of the City of Los Angeles’ General Plan are generally set forth in the Framework Element and the applicable Community Plan.

The Framework Element provides guidance regarding land use policy for the entire City of Los Angeles. The Framework identifies the Project Site as within a Regional Center, which are intended to function as a focal point of regional commerce, identity and activity and containing a diversity of uses with an FAR of

1.5:1 to 6.0:1 and characterized by 6 to 20 stories. The Project is consistent with the land use intensity described in the Framework Element for a Regional Center.

The Project Site is located within the boundaries of the Community Plan. The Project Site is designated on the Community Plan Land Use Map as Regional Center Commercial. Though the City updated the Community Plan in 2012, a legal challenge made the update inoperative and currently the 1988 Hollywood Community Plan is in effect. The 1988 Community Plan describes the Project Area as part of the “focal point of the Community” that should function as a commercial and entertainment center. The Plan states that future development should be “compatible with existing commercial development, surrounding residential neighborhoods, and the transportation and circulation system.” The Project is consistent with these goals of the Community Plan.

Additionally, the Community Plan limits development on property within the Regional Center Commercial designation to a maximum of FAR of 4.5:1, but development up to 6:1 FAR may be permitted with Planning Commission Approval. An FAR of 6:1 is consistent with the Framework Element. As such, the approval of a 6:1 FAR would not conflict with these land use plans.

The site is zoned C4, a commercial zone that allows for the development of a range of commercial uses and residential uses. The Project is consistent with this designation. There is an existing D limitation on the Project Site that limits the FAR. This D limitation would be removed as part of the Project. As indicated above, an FAR of 6:1 is consistent with the Framework

The Project Site is within the Redevelopment Area, and therefore would be subject to the Redevelopment Plan and the Planning Department’s Redevelopment Plan Project Compliance review. The Redevelopment Plan is intended to attain the purposes of the California Community Redevelopment Law which are to eliminate areas of suffering from depreciated values, impaired investments, and economic and social maladjustment; re-plan, redesign and rehabilitate areas which are stagnant or improperly utilized; and protect and promote sound development and redevelopment of blighted areas. The Project is an infill development of an underutilized site.

Based on the above, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

XII. Mineral Resources

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

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

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

No Impact. The Project Site is not located within a MRZ-2 Area, an Oil Drilling/Surface Mining Supplemental Use District, or an Oil Field/Drilling Area.²⁷ No mineral resources are known to exist beneath the Project Site. As such, the Project would have no impacts associated with the loss of availability of a known mineral resource.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project Site is not located within a MRZ-2 Area.²⁸ The Project Site is not designated as a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. As such, the Project would have no impacts associated with the loss of availability of a locally important mineral resource.

Mitigation Measures: No mitigation measures are required.

27 Los Angeles County Department of Public Works, Mineral Resources and Oil Fields in East Los Angeles County, Los Angeles County Bicycle Master Plan, Figure 3.8-2 (January 2012).

28 Los Angeles County Department of Public Works, Mineral Resources and Oil Fields in East Los Angeles County, Los Angeles County Bicycle Master Plan, Figure 3.8-2 (January 2012).

XIII. Noise

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

Would the project result in:

- a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b. Generation of excessive groundborne vibration or groundborne noise levels?
- c. For a project located within the vicinity of a private airstrip or 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?

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant Impact. A significant impact could occur if a project were to generate excessive noise that would cause the ambient noise environment to exceed noise level standards set forth in the City’s General Plan Noise Element and the City of Los Angeles Noise Ordinance (Noise Ordinance).

Construction

Construction of the Project would require the use of equipment with the potential to generate noise above ambient noise levels. Noise levels would vary based on the amount and type of equipment being used, and the location of each activity. Construction activities that would occur during the construction phases (demolition, building construction, architectural coating, and paving) would generate both steady-state and episodic noise that would be heard both on and off the Project Site.

Certain land uses are particularly sensitive to noise, including residences, schools, hospitals, rest homes, long-term medical and mental care facilities, and parks and recreation areas. The vicinity of the Project is predominantly composed of commercial uses. The following noise sensitive receptors were identified: (1) residential uses to the west along Wilcox Avenue; (2) Hotel to the northwest along Wilcox Avenue; and (3) Hotel to the north along Selma Avenue.

Section 41.40 of the LAMC regulates noise from demolition and construction activities. Exterior demolition and construction activities that generate noise are permitted between the hours of 7:00 AM and 9:00 PM Monday through Friday, and between 8:00 AM and 6:00 PM on Saturday. Pursuant to Section 41.40 of the LAMC, construction would be limited to the hours between 7:00 AM and 9:00 PM, Monday through Friday, and between 8:00 AM and 6:00 PM on Saturday. No construction activities would occur on Sundays or federal holidays.

All construction related noise would be required to comply with the provisions of Section 112.05 of the LAMC. Pursuant to Section 112.05, the operation of any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet from the source of the noise between the hours of 7:00 AM to 9:00 PM when the source is located within 500 feet of a residential zone would not be permitted. Techniques for compliance with Section 112.05 of the LAMC include the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques. The incorporation of these measures into the construction management of the Project represents regulatory compliance with the LAMC. Regulatory compliance through optimal muffler systems for all equipment may reduce construction noise levels by approximately 10 dB or more.²⁹

The potential noise impact generated during construction depends on the phase of construction and the percentage of time the equipment operates over the workday. The 22-month construction period would include approximately 10,000 square feet of existing uses to be demolished and approximately 7,500 cubic yards of export for the one subterranean level, as well as the construction of the new structure.³⁰ The nearest sensitive receptors are the residences located along the west side of Wilcox Avenue north of Sunset Boulevard, more than 250 feet from the Project Site. Sound generated by a point source typically diminishes (attenuates) at a rate of 6 dBA for each doubling of distance from the source to the receptor over acoustically hard sites, such roadways and buildings.³¹ The Project's estimated construction noise levels at the nearby sensitive locations are shown in **Table 4.13-1: Construction Noise Estimates**. As shown, construction noise levels would not result in an increase over 75 dBA.

29 FHWA, Special Report—Measurement, Prediction, and Mitigation, updated June 2017, accessed February 2020, https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm.

30 Refer to Appendix B for more details of the expected construction equipment mix.

31 USDOT FHWA, *Fundamentals and Abatement*, 97.

**Table 4.13-1
Construction Noise Estimates**

Location	Distance from Project Site (feet)	Construction Noise Levels (dBA)	Significance Threshold (dBA)
1: Residences along Wilcox Avenue	265	71.5	75
2: Hotel along Wilcox Avenue	460	66.7	75
3: Hotel along Selma Avenue	470	66.5	75

Source: FHWA, RCNM, version. 1.1.
Refer to **Appendix B** for Construction Noise worksheets.

Construction noise estimates used for analysis are representative of worst-case conditions because it is unlikely that all the equipment contained on site would operate simultaneously. Furthermore, the existing structure on the east, west and north would act as barriers, breaking the noise path of travel. As such, attenuation due to distance and regulatory compliance with the LAMC through mufflers and other noise reduction measures would be sufficient to ensure construction noise levels would be less than significant.

Operation

New stationary sources of noise, as well as, heating, ventilation and air conditioning (HVAC) equipment, would be installed for the proposed building. The design of this equipment would be required to comply with Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than 5 dB. Because the noise levels generated by the HVAC equipment serving the Project would not be allowed to exceed the ambient noise level by 5 dB on the premises of the adjacent properties, a substantial temporary or permanent increase in noise levels would not occur at the nearby sensitive receptors. The Project would also include useable open space including covered outdoor restaurant seating on the second floor facing Sunset Boulevard and uncovered restaurant seating on the roof deck located at the rear of the building. Ambient background music is anticipated for both locations. Additional noise associated with the outdoor space would consist primarily of people talking which would be consistent with existing activity within the surrounding area. Specifically, noise levels from normal conversation is typically approximately 60 dBA,³² which would be below measured ambient noise levels of 65.5 dBA to 72.6 dBA. The proposed dining space, including the outdoor space, would also feature background music for ambience and would thus be limited to volumes less than the level of conversation. The Applicant does not propose to utilize the outdoor space for events or other activities involving large gatherings of people or amplified sound. Impacts would be less than significant.

32 Centers for Disease Control and Prevention, "Loud Noise Can Cause Hearing Loss," accessed November 2020, https://www.cdc.gov/nceh/hearing_loss/what_noises_cause_hearing_loss.html.

Additionally, traffic volume on any given roadway segment would need to double in order for a noticeable increase in ambient noise to occur. The Project would not generate sufficient traffic along Sunset Boulevard to result in a doubling of traffic volumes. As such, the Project's mobile noise impacts can be assumed to be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Would the project result in generation of excessive ground borne vibration or ground borne noise levels?

Less than Significant Impact. Vibration is sound radiated through the ground. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level and measured in inches/second (ips). The general range of groundborne vibration extends from barely perceptible (0.006 ips) to severe (2.0 ips).

The City has not adopted a significance threshold to assess vibration impacts. The Caltrans *Transportation and Construction Vibration Guidance Manual* is used as a screening tool to assess the potential for adverse vibration effects related to structural damage.³³ Caltrans has referenced studies of human response to vibration indicating that while ground-borne vibration is perceptible at 0.02 inches per second (ips), ground-borne vibration does not reach a level of "annoying" until 0.2 ips and above. Moreover, the significance threshold at which potential building damage could occur would be 0.5 ips PPV at the nearest off-site residential building.

Construction activities for the Project have the potential to generate low levels of ground-borne vibration to sensitive uses that include: (1) Residential uses to the west along Wilcox Avenue; (2) hotel to the northwest along Wilcox; and (3) hotel to the north along Selma Avenue. The operation of construction equipment generates vibrations that propagate through the ground and diminish in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels.

Excessive ground borne vibration is typically the result of heavy equipment such as pile driving, rollers, bulldozers, caisson drills, or jack hammers. Project construction is not expected to utilize substantial vibration producing equipment. The primary and most intensive vibration source associated with the development of the Project would be the use of earth-moving equipment during construction. It is important to note pile driving would not be required during construction. As shown in **Table 4.13-2: Construction Vibration Estimates**, the forecasted vibration levels due to on-site construction activities would not reach "annoying" levels (0.2 ips) or threshold for potential building damage (0.5 ips) at the

33 Caltrans, Transportation- and Construction Vibration Guidance Manual, April 2020, accessed November 2020, <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>

nearby noise monitoring locations for vibratory rollers, large bulldozers, caisson drilling, loaded trucks, jackhammers, and small bulldozers. As such, construction vibration impacts would be less than significant.

Operation of the Project would include typical commercial-grade stationary mechanical and electrical equipment, such as air handling units, condenser units, and exhaust fans, which could produce vibration. Ground-borne vibration generated by each of the above-mentioned activities would generate approximately up to 0.005 inches per second PPV adjacent to the Project Site.³⁴ As a result, the Project’s operational vibration impacts would be less than significant.

**Table 4.13-2
Construction Vibration Estimates**

Noise Monitoring Location	Estimated Vibration Velocity Levels from Project Construction Equipment					
	Vibratory Roller	Large Bulldozer	Caisson Drilling	Loaded Trucks	Jack-hammer	Small bulldozer
Site 1	0.006	0.003	0.003	0.002	0.001	0.000
Site 2	0.003	0.001	0.001	0.001	0.000	0.000
Site 3	0.003	0.001	0.001	0.001	0.000	0.000

Source: US Department of Transportation, Federal Transportation Authority, Transit Noise and Vibration Impact Assessment
Source: Refer to **Appendix B** for Construction Noise worksheets.

Mitigation Measures: No mitigation measures are required.

c. For a project located within the vicinity of a private airstrip or 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. A significant impact may occur if a proposed project were located within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or near a Project Site. There are no airports within a 2-mile radius of the Project Site, nor is the Project Site within any airport land use plan or airport hazard zone. The closest public airport to the Project Site is the Burbank Airport which is located approximately 7 miles north of the Project Site. As such, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

34 FTA, *Transit Noise and Vibration Impact Assessment Manual*, September 2018, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, Accessed November 2020.

XIV. Population and Housing

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

Would the project:

- a. Induce substantial unplanned 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)?
- b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

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

Less than Significant Impact. A significant impact could occur if a project would locate new development with the effect of substantially inducing growth in the proposed area that would otherwise not have occurred as rapidly or in as great a magnitude. Implementation of the Project would accommodate hotel guests and would not add permanent residents to the area. The Project could result in approximately 133 employees.³⁵ The growth projections used for the Hollywood Community Plan were based on SCAG’s 2016-2014 RTP/SCS; the Hollywood Community Plan area had approximately 101,000 employees in 2016 and is expected to increase to 119,000 employees by 2040.³⁶ As such, the Project would represent an approximately 0.05% increase in employment in the Hollywood Community Plan area and would not represent a substantial proportion of the expected growth. These employees are likely to come from the greater Los Angeles area, and would therefore not substantially increase the population in any specific community. As such, the Project would not cause substantial growth. In addition, the Project is within an

35 Derived from *City of Los Angeles Department of Transportation VMT Calculator*, as shown in Appendix D of the *Transportation Assessment* included as **Appendix C** to this Initial Study.
 36 *Hollywood Community Plan Update Draft EIR*, Los Angeles Department of City Planning, page 4.13-11.

urbanized area and would not require new unplanned infrastructure. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. A significant impact may occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The Project Site does not contain any housing, and no impacts related to this issue would occur.

Mitigation Measures: No mitigation measures are required.

XV. Public Services

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

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?
- b. Police protection?
- c. Schools?
- d. Parks?
- e. Other public facilities?

a. 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:

i. Fire protection

Less than Significant Impact. A project would have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility. The Project Site is served by Los Angeles Fire Department (LAFD) Station 27, located at 1327 Cole Avenue approximately 0.25-miles south of the Project Site. Station 27 responded to 769 non-EMS and 2804 EMS incidents in the first six months of 2020.³⁷ The Project would replace the existing commercial building with a larger hotel, thereby increasing the level of activity on the site. However, given the small incremental increase in employees as well as the expected number of average guests compared to the entire response

³⁷ FireStatLA, <https://www.lafd.org/fsla/stations-map>.

area, the incremental increase associated with the Project would not significantly increase calls for service. Furthermore, as described in the Transportation Assessment, included as an **Appendix C** to this IS, the traffic associated with the Project would not substantially affect traffic flow in the surrounding area such that it would interfere with response times from Station 27. As such, implementation of the Project would not require new or physically altered LAFD facilities. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

ii. Police protection?

Less than Significant Impact. A significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project without necessitating a new or physically altered station, the construction of which may cause significant environmental impacts. The Project Site is served by the LAPD – Hollywood Station, at 1358 North Wilcox Avenue, approximately 0.25 miles south of the Project Site. The Hollywood Station serves an area of approximately 17 square miles with 300,000 residents. The Project would replace the existing commercial building with a larger hotel, thereby increasing the level of activity on the site. However, given the small incremental increase in employees and square footage compared to the entire response area, the incremental increase associated with the Project would not significantly increase calls for service. Therefore, the Project would not necessitate the construction of a new police station. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

iii. Schools?

Less than Significant with Impact. A significant impact may occur if a project were to include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District (LAUSD). The Project would introduce approximately 133 employees to the area. However, these employees would predominantly come from the exiting population of the City of Los Angeles, therefore would not contribute to a significant population increase at any specific school nor within the entire LAUSD service area. Furthermore, LAUSD assess development fees and, pursuant to Government Code Section 65995, payment of school development fees is considered to be full and complete mitigation for the impact of development on school facilities. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

iv. Parks?

Less than Significant Impact. A significant impact could occur if the Project resulted in the construction of new recreation and park facilities that creates significant direct or indirect impacts to the environment. The Project would introduce approximately 133 employees to the area. These employees are likely to come from the greater Los Angeles area, and would therefore not substantially increase the population in any specific community. Moreover, employees tend not to use park and recreation facilities near their place of employment but use such facilities near their homes. Similarly, hotel guests generally do not use park and recreation facilities near their hotel when in urban settings. Therefore, they would not contribute to an overall increase in the population utilizing local and regional parks. Consequently, the Project would not result in a substantial change in the service demands on existing park facilities nor the need to construct new facilities. Impacts of the Project would be less than significant.

Mitigation Measures: No mitigation measures are required.

v. Other public facilities (libraries)?

Less than Significant Impact. The determination of whether a project results in a significant impact on libraries shall be made considering the following factors: (a) the net population increase resulting from the Project; (b) the demand for library services anticipated at the time of project build-out compared to the expected level of service available, considering, as applicable, scheduled improvements to existing library services (renovation, expansion, addition or relocation) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for library services (e.g., on-site library facilities or direct financial support to the Los Angeles Public Library [LAPL]). As compared to the existing use of the site, the Project would have increased visitors and employees. Visitors would be temporary, and as noted above, the Project would generate approximately 133 employees. Given the scope of the LAPL this increase in employment would not necessitate new or physically altered library facilities. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

XVI. Recreation

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

- 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?
- 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?

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?

Less than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth, which would 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. As discussed previously in **Section XV, Public Services**, the Project would not generate a substantial increase in population and therefore would not substantially increase the demand upon recreational facilities. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. The Project would include outdoor seating for the second floor restaurant, an outdoor deck on the sixth floor, and a roof deck that would provide a passive recreation amenity for guests as a component of the building but would not have any physical effects on the environment distinct from the effects of the Project described elsewhere in this document. The Project does not include other recreational facilities. As such, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

XVII. Transportation

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

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

The following analysis is based on the *Transportation Assessment for the 6445 Sunset Boulevard Hotel Project* and the *Queuing Assessment for 6445 Sunset Boulevard* both prepared by Gibson Transportation Consulting and included as **Appendix C** and **Appendix D**, respectively, to this IS.

a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less than Significant Impact. The City’s plans and policies for addressing the circulation system include the Mobility Element of the Los Angeles General Plan, the Health and Wellness Element of the Los Angeles General Plan, the Hollywood Community Plan, Vision Zero Action Plan, the Citywide Design Guidelines, City of Los Angeles Walkability Checklist, and sections of the LAMC relating to parking and traffic demand management.

Mobility Element of the Los Angeles General Plan

The Mobility Element presents the City’s vision for the circulation system. The Plan is structured around five goals: Safety First; Access for All Angelenos; World Class Infrastructure; Collaboration, Communication,

and Informed Choices; Clean Environments & Healthy Communities. The Plan describes policies associated with each of these goals that primarily focus on the design and use of public rights of way.

With the development of the Project, Sunset Boulevard along the Project frontage would be improved to provide adequate pedestrian space as well as continue to satisfy the half-width right-of-way and roadway standards along the north side of Sunset Boulevard to meet the standards of the Mobility Plan. Further, the Project does not propose modifying, removing, or otherwise affecting existing bicycle infrastructure, and the Project driveways are not proposed along a street with an existing bicycle facility. The City intends to install a new bicycle lane along Sunset Boulevard in the future. The proposed access driveway would not preclude the installation of a bicycle lane along the roadway. The straight geometry of the block would allow for arriving and departing vehicles to have sightlines along the future bicycle lane. Access to the Project would be along the Sunset Boulevard frontage of the site with internal loading, parking and bicycle facilities. This would ensure that the Project would not contribute to intrusion in surrounding neighborhoods or conflict with off-site pedestrian or bicycle facilities. The Project's mix of hotel and restaurant land uses would promote trips within the site and its location within Hollywood would support transit, bicycle and pedestrian travel. The Project incorporates transportation demand features such as bicycle parking, reduced automobile parking and on-site transportation demand coordinator. As such, the Project would not conflict with the Mobility Plan.

Health and Wellness Element of the Los Angeles General Plan

The Project would enhance pedestrian access within the Project Site by providing improvements to the sidewalks and landscaping within the Project's frontage. The Project prioritizes safety and access for all individuals utilizing the site by complying with all American With Disability requirements and providing connections to off-site pedestrian facilities. Further, the Project provides infrastructure to encourage bicycling for employees and visitors to the Project Site. As such, it would encourage the use of active travel modes and thereby promote healthy living. Further, the Project supports healthy lifestyles by locating jobs adjacent to transit (Metro Local and Los Angeles Department of Transportation [LADOT] DASH Bus Lines, as well as Metro Rail Service), providing bicycle amenities, and enhancing the pedestrian environment by providing sidewalks in accordance with the City's standards, extensive landscaping, and an engaging building façade for a more comfortable environment for pedestrians. This would generate lower vehicle miles travelled per capita than the average for the region and therefore would support the City's health and wellness goals. As such, the Project would not conflict with the Health and Wellness Element.

Hollywood Community Plan

The Project would provide a land use consistent with the development of Hollywood as an entertainment and service center and supportive of pedestrian and transit movement within the area. As such, the Project would be consistent with the transportation goals of the Hollywood Community Plan.

Vision Zero Action Plan, Citywide Design Guidelines, Walkability Checklist and other LAMC provisions

The Project design includes accessible sidewalks along Sunset Boulevard and a vehicular access driveway from Sunset Boulevard designed in accordance with the City's design standards. The alley on the north side of the Project site is private though subject to an access easement that would allow for it to be used for delivery purposes though not for other vehicle access. A loading space would be provided within the footprint of the Project in the northwestern corner of the ground level. The Project would provide landscaping along the sidewalks and a pedestrian-friendly facade to engage with the street and provide a more comfortable and walkable environment. Furthermore, the Project includes a mix of commercial uses within close proximity of several transit services. The Project would improve the streetscape frontage of the Project, would provide sufficient off-street automobile and bicycle parking after permissible and urban oriented discretionary automobile parking reductions permitted by the LAMC, and access would be designed in accordance with City standards. As such, the Project would not conflict with Vision Zero Action Plan, the Citywide Design Guidelines, or applicable sections of the LAMC.³⁸ Related projects would be individually responsible for complying with relevant plans, programs, ordinances, or policies addressing the circulation system. As such, the Project would not make a considerable contribution to cumulative impacts with respect to consistency with each of the plans, ordinances, or policies.

Based on the above, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant Impact. Pursuant to CEQA Guidelines section 15064.3, subdivision (b), a significant impact to the transportation system may occur if the project causes Vehicle Miles Traveled (VMT) to exceed the criteria established by LADOT. LADOT has developed a VMT Calculator, which determines a project's VMT based on trip length information from the City's Travel Demand Forecasting Model. LADOT set the significance threshold for a commercial project as exceeding 15% below the existing average work VMT per employee for the applicable Area Planning Commission area. The Project is within the Central Area Planning Commission area, for which 15% below the existing average work VMT per employee is 7.6.

LADOT has developed a calculator to estimate project specific VMT based on trips to a workplace destination originating from a residential use; trips to a non-workplace destination originating from a residential use; and trips to a residential use originating from a workplace destination. The Project includes bicycle parking and is within a TPA, features that reduce VMT. The LADOT VMT Calculator estimated the Project VMT would be 7.4. Furthermore, the Project does not include any alterations to the circulation

38 Transportation Assessment for the 6445 Sunset Boulevard Hotel Project Hollywood, California, Prepared by Gibson Transportation Consulting Inc., July 2020; page 56; provided as **Appendix C** to this Initial Study.

system that would induce automobile travel. As such, impacts would be less than significant. Based on LADOT criteria, projects that would not result in a project impact from an efficiency-based threshold such as work VMT per employee would also not contribute to cumulative impacts as those projects are shown to align with the regional VMT goals. Therefore, the Project would not make a considerable contribution to a cumulative impact

Mitigation Measures: No mitigation measures are required.

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

Less than Significant. The Project would utilize a new driveway along the Project frontage with Sunset Boulevard. The driveway would be designed according to LADOT standards and reviewed by the City Bureau of Engineering during site plan review. The Project's internal circulation would consist of a one-way circular path through the ground level, connecting the driveway to the guest lobby, valet stand, and vehicle elevators. A Queuing Assessment was prepared for the Project that used a conservative analysis to determine a likely worst-case scenario for vehicle arriving and queuing during Project operation. The assessment concluded that even in a scenario of six vehicles arriving within the same time frame, all vehicles could be accommodated within the footprint of the site.³⁹ As such queuing vehicles would not be idling within the sidewalk or roadway; and, therefore, no substantial hazard would occur due to the access design. Furthermore, the Project does not add sufficient trips to nearby freeway ramps to warrant safety analysis.⁴⁰ No other projects have been identified that would alter access or design features within the immediate vicinity. As such, no cumulative impacts would occur. Moreover, the Project does not introduce incompatible uses to the area. Construction of the Project may involve temporary closures of the sidewalk, street parking or travel lanes in front of the Project Site. Such closures would require a B-Permit from the Bureau of Street Services, Department of Engineering which requires a worksite traffic control plan that identifies safety measures to ensure construction does not result in substantial hazards. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d. Would the project result in inadequate emergency access?

Less than Significant. A significant impact may occur if a project design would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve the Project Site or adjacent uses. The Project's driveways and internal circulation would be designed to meet all applicable City Building Code and Fire Code requirements

³⁹ *Queuing Assessment for 6445 Sunset Boulevard Hollywood, California*, Prepared by Gibson Transportation Consulting Inc., October 2021; page 11; provided as **Appendix D** to this Initial Study.

⁴⁰ *Transportation Assessment for the 6445 Sunset Boulevard Hotel Project Hollywood, California*, Prepared by Gibson Transportation Consulting Inc., July 2020; page 56; provided as **Appendix C** to this Initial Study.

regarding site access, including providing adequate emergency vehicle access. A Construction Management Plan would include measures to ensure pedestrian and bicycle safety along the affected street frontage. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

XVIII. Tribal Cultural Resources

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

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC 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:

- a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC section 5020.1(k), or
- b. 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 PRC 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.
- a. **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC 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: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC section 5020.1 (k)?**

No Impact. As described in **Section V(a.), Cultural Resources**, the Project Site does not contain any features that are listed or eligible for listing in the California Register of Historical Resources or in a local

register of historical resources; nor would the Project adversely affect any nearby resources that are listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources. Therefore, potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

- b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC 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: 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 PRC 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.**

Less than Significant Impact. PRC Section 21080.3.1 establishes a formal process for Lead Agencies to consult with California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in PRC Section 21074. In compliance with the Code, the City has sent notices to Native American tribes that are known to be traditionally and culturally affiliated with the Project Area and have requested to be notified of projects.

[This Section to Be Completed After City Completed Notification and Consultation]

Mitigation Measures: No mitigation measures are required.

XIX. Utilities and Service Systems

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

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Comply with federal, State, and local management and reduction statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- a. **Would the project require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities the construction of which could cause significant environmental effects?**

Less Than Significant Impact. As discussed below, Project impacts related to these issues would be less than significant.

Water Treatment

LADWP owns and operates the Los Angeles Aqueduct Filtration Plant (LAAFP) located in the Sylmar community of the City. The LAAFP treats City water prior to distribution throughout LADWP’s Central Water Service Area. The designated treatment capacity of the LAAFP is 600 mgd, with an average plant flow of 240 to 260 mgd.⁴¹ Thus, the facility has between approximately 350 mgd of remaining capacity depending on the season. As shown in **Table 4.19-1: Estimated Water Consumption and Wastewater Generation**, the Project would consume a net increase of approximately 41,398 gallons of water per day (or 0.04 mgd). As such, the LAAFP would have adequate capacity to serve the Project. Therefore, a less than significant impact related to water treatment would occur.

**Table 4.19-1
Estimated Water Consumption and Wastewater Generation¹**

Land Use	Size	Water Consumption/ Wastewater Generation Rate ²	Total (gpd)
<i>Current Project Site Use</i>			
Commercial Building	9,636 sq. ft.	50/1,000 gpd/ sq. ft.	482
<i>Proposed Land Use</i>			
Hotel	175-guest rooms	120 gpd/room	21,000
Restaurants	696 seats	30 gpd/seat	20,880
		Net Increase	41,398

gpd = gallons per day

¹ Assumes water consumption equals wastewater generation.

² Source: City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, March 20, 2002. This rate does not assume the effectiveness of any current water conservation measures that are required in the City.

The Project would require new water service connections to the existing water distribution infrastructure within the public right of way. Such improvements would be part of project construction and could involve temporary disruption within the public right of way that would be coordinated with the City through the

41 Communication by Meridian Consultants with LADWP staff, March 2018.

Bureau of Engineering permit process. As such, the construction of new connections would not cause significant environmental effects.

Wastewater Treatment

The Project Site is located within the service area of the Hyperion Treatment Plant (HTP), which has been designed to treat 450 million gallons per day (mgd) to full secondary treatment. Full secondary treatment prevents virtually all particles suspended in effluent from being discharged into the Pacific Ocean and is consistent with the LARWQCB's discharge policies for the Santa Monica Bay. The HTP is projected to treat an average daily flow of approximately 260 to 243 mgd in 2020. Thus, there is approximately 190 to 207 mgd of available capacity.⁴² The Project would generate a net increase of approximately 41,938 gallons of wastewater per day (or 0.04 mgd), as shown in **Table 4.19-1**. With a remaining daily capacity of 88 mgd, the HTP would have adequate capacity to serve the Project. Therefore, Project impacts related to wastewater treatment would be less than significant.

The Project would require new wastewater connections to the existing sewer distribution infrastructure within the public right of way. Such improvements would be part of project construction and could involve temporary disruption within the public right of way that would be coordinated with the City through the Bureau of Engineering permit process. As such, the construction of new connections would not cause significant environmental effects.

Storm Water Drainage

As discussed in response to Threshold c(iii) in Section X: Hydrology and Water Quality, a significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the Project Site, or if the Project would substantially increase the probability that polluted runoff would reach the storm drain system. Site-generated surface water runoff would continue to flow to the City's storm drain system. Pursuant to local practice and City regulations, stormwater retention would be required as part of City's SUSMP implementation features and the requirements of the LID ordinance requirements. The primary purpose of the LID ordinance is to ensure that development and redevelopment projects mitigate runoff in a manner that captures rainwater and removes pollutants while reducing the volume and intensity of stormwater flows. Accordingly, with compliance to the LID ordinance, the Project would not create or contribute to surface runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the proposed Project would result in less than significant impacts related to existing storm drain capacities.

42 City of Los Angeles, One Water LA 2040 Plan, Volume 8, Tables 39 and 40, April 2018.

Electric Power, Natural Gas, and Telecommunications

The Project Site is located in a developed, urbanized portion of Los Angeles that is served by existing electric power, natural gas, and telecommunications services. The Project replaces an existing commercial building, already served by electric power, natural gas, and telecommunications services. In the context of the greater Los Angeles service area, the Project would not be a substantial source of new demand for services. New connections would be established for the Project; however, no substantial additional off-site infrastructure would need to be installed or relocated to provide electric power facilities, natural gas facilities, or telecommunication services. Furthermore, the Project Applicant shall be required to implement applicable building code and LA Green Building Code requirements that would further reduce demand as compared to the existing structures. Thus, the Project would be adequately served by existing electric power, natural gas, and telecommunications services.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact. A significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. The determination of whether the project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project completion; (c) the amount by which the project would cause the projected growth in population, housing, or employment for the Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

According to the City's 2015 Urban Water Management Plan (UWMP), the City's projected demand for water, during a single season would be 513,540 acre-feet per year (afy) for 2015 and 611,800 afy for 2020.⁴³ The UWMP projects adequate water supplies through 2040.⁴⁴ The Project is within the growth projections used in the UWMP. As such, it is expected that LADWP has sufficient water supplies available to serve the Project. Furthermore, as previously stated, the Project Applicant shall adhere to current standards including the Green Building Code that would reduce demand on local water supplies. Impacts would be less than significant.

43 City of Los Angeles Department of Public Works, 2015 City of Los Angeles Urban Water Management Plan (2016).

44 City of Los Angeles Department of Public Works, 2015 City of Los Angeles Urban Water Management Plan (2016).

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

Less than Significant Impact. A project would normally have a significant wastewater impact if (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements. As stated above, the Hyperion Treatment Plant is expected to have capacity to serve the Project. As such, impacts would be less than significant.

- d. **Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

Less than Significant Impact. Solid waste generated within the City is disposed of at landfill facilities throughout Los Angeles County. While the City Bureau of Sanitation provides waste collection services to single-family and some small multifamily developments, private haulers provide waste collection services for most multifamily residential and for all commercial developments within the City. The County of Los Angeles Department of Public Works prepares an annual report on solid waste management in the County in order to help meet long-term needs and maintain adequate capacity. As described in the County's most recent report, a shortfall in permitted solid waste disposal capacity within the County is not anticipated to occur under forecasted growth and ongoing municipal efforts at waste reduction and diversion. The Project is estimated to generate approximately 50 tons of solid waste per year.⁴⁵ As of the end of 2018, the County had an estimated remaining landfill capacity of more than 160 million tons.⁴⁶ As such, the Project would not result in a substantial demand for landfill capacity.

- e. **Comply with federal, State, and local statutes and regulations related to solid waste?**

Less than Significant Impact. A significant impact could occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The Project would generate solid waste during both construction and operation that is typical of a hotel and would comply with all federal, State, and local statutes and regulations regarding proper disposal. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

45 Based on average waste disposal of 1.05 tons per employee per year as reported by The City of Los Angeles Department of Public Works Bureau of Sanitation in City of Los Angeles Solid Waste Planning Background Studies Summary Report, January 2006.

46 Los Angeles County Public Works, *Countywide Integrated Waste Management Plan 2018 Annual Report*, December 2019.

XX. Wildfire

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

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones would the project:

- a. Substantially impair an adopted emergency response plan or emergency evacuation plan?
- b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
- c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
- d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones would the project:

- a. **Substantially impair an adopted emergency response plan or emergency evacuation plan?**

No Impact. The Project is not located in or near State responsibility areas of lands classified as very high fire hazard severity zones.⁴⁷ While it is expected that the majority of construction activities for the Project

⁴⁷ City of Los Angeles Department of Planning, Zone Information and Map Access System, <http://zimas.lacity.org/>.

would be confined to the Project Site, limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day. However, any resulting limits on sidewalks or traffic lanes would be coordinated with the City of Los Angeles Departments of Transportation, Building and Safety, and Public Works. As such, there would be no impact.

Mitigation Measures: No mitigation measures are required.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. As noted above, the Project is not located in or near State responsibility areas of lands classified as very high fire hazard severity zones. The Project Site is not located on a slope and is highly urbanized. The Project would not change or exacerbate current risks of wildfire or pollutant concentrations from a wildfire to project occupants. As such, no impact would occur.

Mitigation Measures: No mitigation measures are required.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or on going impacts to the environment?

No Impact. As noted above, the Project is not located in or near State responsibility areas of lands classified as very high fire hazard severity zones. The Project would not require the installation or maintenance of any infrastructure or utility improvements or additions that may exacerbate fire risks. As such impacts related to infrastructure modifications increasing fire risk would not result in any impacts. As such, no impact would occur.

Mitigation Measures: No mitigation measures are required.

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. As noted above, the Project is not located in or near State responsibility areas of lands classified as very high fire hazard severity zones. The Project is not located near a potential flooding, or landslide area, and would not result in potential drainage changes. As such, the Project would result in no impact.

Mitigation Measures: No mitigation measures are required.

XXI. Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially 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, substantially 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a. Does the project have the potential to substantially 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, substantially 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?				

Less than Significant Impact. The Project is located in an urban, transit-priority area and would have no unmitigated significant impacts with respect to biological resources or California’s history or prehistory. Based on the analysis presented in this IS, the Project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife

population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal.

Mitigation Measures: No mitigation measures are required.

- 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)?**

Less than Significant Impact. CEQA Guidelines Section 15064(h) states that the lead agency shall consider whether a cumulative impact is significant and whether the effects of the project on that impact are considerable. Thus, even if a significant cumulative impact is identified, a lead agency may determine that a project's contribution to a significant cumulative impact would be less than cumulatively considerable and thus would not represent a significant impact of the project.

In addition, CEQA Guidelines Section 15064(h) states that the lead agency may determine a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project would comply with the requirements in a previously approved plan or mitigation program that provides specific requirements to avoid or substantially lessen cumulative impacts within the affected area.

Furthermore, CEQA Guidelines Section 15130 states that the analysis of cumulative impacts need not be as in-depth as what is performed relative to the project; and that no further impacts analysis is required when a project is consistent with a general, specific, master or comparable programmatic plan where the lead agency has determined that the regional or areawide cumulative impacts of the proposed Project have already been adequately addressed in that previously approved land use document or when cumulative effects were adequately addressed in the prior EIR for the general, specific, master or comparable programmatic plan.

To evaluate cumulative impacts, a lead agency may consider either a list of past, present, and probable future projects that contribute to possible cumulative impacts or a summary of projections derived from an adopted local, regional or Statewide plan that describes the cumulative effect. There are currently no identified Related Projects proposed within the same block of Sunset Boulevard as the Project. Various projects have been proposed within the surrounding community. However, the evaluation of impacts in general considers For the Project evaluated in this document, the cumulative effect of projected growth within the Hollywood Community Plan area, as measured by the City and SCAG and the consistency of the Project with policies and plans such as SCAQMD's AQMP, SCAG's RTP/SCS, LADWP's UWMP, and LADOT's Transportation Assessment Guidelines, is considered when evaluating cumulative effects.

The Project is an urban infill development that is consistent with the growth projections of the City and SCAG. As such, the Project would not have a considerable contribution to impact categories for which planned facilities are based on community growth projections (Energy, Population and Housing, Public Services, Recreation, Utilities). For some impact categories, the absence of a Project-specific impact is considered indicative of a less than significant contribution to cumulative effects. SCAQMD recommends that a project be considered to result in a cumulatively considerable impact to air quality if the emissions from the project exceed the mass daily emissions thresholds.⁴⁸ As discussed previously, the Project would not exceed any SCAQMD thresholds. The impact of Greenhouse gas emissions is cumulative by definition and therefore a less than significant project impact is considered to indicate that the project would not have a considerable contribution to the cumulative impact. Likewise, LADOT has stated that projects that do not demonstrate a significant project impact based on VMT per employee in the individual project impact analysis do not produce a cumulative VMT impact. Furthermore, the Project would contribute to the productivity and use of the regional transportation system by providing employment near transit and encourage active transportation by providing new bicycle parking infrastructure and active street frontages, thereby furthering the City's goals to improve cumulative mobility.

For impact categories that are locational in nature (Aesthetics, Agriculture and Forestry Resources, Biological Resources, Mineral Resources, Wildfire) the Project would not contribute to cumulative effects due to its location. Through regulatory compliance, the Project would have less than significant impacts on Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, and Tribal Cultural Resources. Other projects in the community would be required to meet the same regulatory standards; in addition, these impact categories are generally site specific. As such, individual effects for these topics are not expected to cumulatively combine. For the above reasons, the Project would not have a considerable contribution to cumulative impacts.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. Based on the analysis contained in this IS, the Project was found to have a less than significant effects on human beings, either directly or indirectly.

Mitigation Measures: No mitigation measures are required.

48 SCAQMD, White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, board meeting, Agenda No. 29 (September 5, 2003), Appendix D, p. D-3.