Environmental Review Section

City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012

INITIAL STUDY

HOLLYWOOD COMMUNITY PLAN AREA

Target Retail Shopping Center

5520 West Sunset Boulevard

Case No. ENV-2008-1421-EAF

Council District No. 13

THIS DOCUMENT COMPRISES THE INITIAL STUDY ANALYSIS AS REQUIRED UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

Project Address:
5520 West Sunset Boulevard, Los Angeles, CA 90028

Project Description:

Demolition of a 59,561-square-foot single-story commercial structure, an electrical substation and a surface parking lot and construction of a three-story 192,680 square-foot multi-tenant commercial structure that includes a 162,415-square-foot retail store (Target), 26,600 square feet of additional retail space, and 3,665 square feet of ancillary floor area. The project would also include 458 at-grade and above-ground parking spaces.

APPLICANT:
Target

PREPARED BY:
Christopher A. Joseph & Associates

January 2009

TARGET RETAIL SHOPPING CENTER
AT SUNSET AND WESTERN

INITIAL STUDY

PREPARED FOR:
The City of Los Angeles
Department of City Planning
Community Planning Bureau
200 North Spring Street, Room 667
Los Angeles, CA 90012-2601

APPLICANT:
Target
1000 Nicollet Mall, TPN 12E
Minneapolis, MN 55403

PREPARED BY:
Christopher A. Joseph & Associates
11849 West Olympic Boulevard, Suite 101
Los Angeles, CA 90064

January 2009

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CITY OF LOS ANGELES

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY:	COUNCIL DISTRICT:	DATE:
City of Los Angeles, Planning Department	13	January 6, 2009

RESPONSIBLE AGENCIES:
None.

PROJECT TITLE/NO.:	CASE NO.:
Target Retail Shopping Center	APCC-2008-2703-SPE-CUB-SPP-SPR

PROJECT DESCRIPTION: Demolition of a 59,561-square-foot single-story commercial structure, an electrical substation and a surface parking lot and construction of a three-story 192,680 square-foot multi-tenant commercial structure that includes a 162,415-square-foot retail store (Target), 26,600 square feet of additional retail space, and 3,665 square feet of ancillary floor area. The project would also include 458 at-grade and above-ground parking spaces.

PROJECT LOCATION:
The south side of Sunset Boulevard between North St. Andrews Place and Western Avenue at 5520 West Sunset Boulevard in the City of Los Angeles.

PLANNING DISTRICT:	STATUS
Hollywood Community Plan, Vermont/Western SNAP Specific Plan	☐ **PRELIMINARY** ☐ **PROPOSED** ■ **ADOPTED** December 13, 1988, March 1, 2001

EXISTING ZONING:
C2-1

EXISTING LAND USE DESIGNATION:	PLANNED LAND USE AND ZONING:
Highway Oriented Commercial/Community Center	Community Center/C4

NAME AND ADDRESS OF APPLICANT:
Jack N. Reif, Target, 1000 Nicollet Mall, TPN 0910, Minneapolis, MN, 55403

FINDING:
The City Planning Department of the City of Los Angeles has proposed that a Mitigated Negative Declaration be adopted for this project, because the mitigation measures outlined on the attached pages will reduce any potential adverse effects to a level of insignificance.

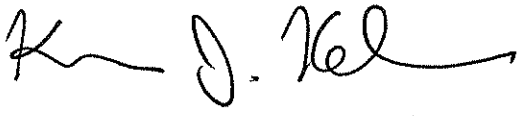
SEE ATTACHED SHEETS FOR MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED

NAME OF PERSON PREPARING THIS FORM:	TITLE:	TELEPHONE NUMBER:
Craig Weber	City Planner	213-978-1213

ADDRESS:
200 N. Spring Street, Room 667
Los Angeles, CA 90012

SIGNATURE:	DATE:
	January 6, 2009

MITIGATION MEASURES

Aesthetics

1-1 Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from nearby residential properties.

1-2 The exterior of the proposed building shall be constructed of materials such as high-performance tinted, non-reflective glass, metal panel, and pre-cast concrete or cast in-place or fabricated wall surfaces. Tinted glass would not be used on the ground floor so as to maintain the visual quality of the pedestrian environment.

Air Quality

3-1 The Applicant shall require that heavy-duty diesel-powered equipment greater than 200 horsepower used for the grading phase be equipped with lean-NO_x and diesel oxidation catalysts consistent with SCAQMD's Diesel Emission Control Strategies (DECS). This mitigation measure would reduce the NO_x emissions from the applicable diesel-powered equipment by 80 percent and reduce total NO_x emissions from the grading phase from 116.44 to 89.2 lbs/day, below the significance threshold of 100 lbs/day.

3-2 The Applicant shall require that architectural coatings with a VOC content of 100 grams/liter (g/liter) or less be used. This mitigation measure would reduce the VOC emission from the building construction phase in 2011 from 69.68 to 32.04 lbs/day.

Biological Resources

4-1 Conduct tree removal activities associated with project development during the non-breeding season (in general, September 1st through January 31st); OR

Conduct pre-construction surveys for nesting birds if tree removal activities are to take place during the nesting season (in general, February 1st through August 31st). Pre-construction surveys shall be conducted by a qualified biologist no more than three days prior to the initiation of tree removal activities to confirm presence or absence of active nests. If tree removal activities are delayed, then additional pre-construction surveys shall be conducted such that no more than three days will have lapsed between the survey and tree removal activities.

If no active nests are encountered, no further mitigation would be required following submittal of a survey results letter to the City of Los Angeles. However, if active nests are encountered, species-specific measures shall be prepared by a qualified biologist in coordination with the CDFG and other appropriate agencies, and implemented to prevent the direct loss or abandonment of the active nest.

Cultural Resources

5-1 If unknown archaeological materials are discovered during any grading or construction activity, work in the affected area shall stop and the contractor shall immediately notify the Applicant and the City of Los Angeles. An archaeologist shall be consulted to determine the significance of the discovered artifact(s) and, if necessary, formulate a mitigation plan. Work can resume in the affected area, only with the approval of the archaeologist.

5-2 If paleontological materials are discovered during any grading or construction activity, work in the affected area shall stop and the contractor shall immediately notify the Applicant and the City of Los Angeles. A paleontologist shall be consulted to determine the significance of the discovered fossil materials and, if necessary, formulate a mitigation plan. Work can resume in the affected area, only with the approval of the paleontologist.

Hazards and Hazardous Materials

7-1. The Applicant shall conduct ACM and LBP surveys on all buildings and associated infrastructure scheduled for demolition. If asbestos and/or lead-based paint are detected, they shall be abated and removed in accordance with all applicable federal, state, and local regulations and in accordance with the SCAQMD.

7-2. A subsurface assessment shall be conducted at the site to evaluate the potential presence of subsurface contamination as a result of historical on-site uses and proximal off-site facilities that may have impacted the soil, soil vapor, and/or groundwater beneath the site.

Noise

11-1 The project shall comply with the City of Los Angeles Noise Ordinance No. 112.05 which prohibits the operation of any powered equipment or powered hand tool in any residential zone, or within 500 feet of a residential zone, which produces a maximum noise level exceeding the following noise limits at a distance of 50 feet between the hours of 7:00 AM and 10:00 PM:

- 75 dB(A) for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;

- 75 dB(A) for powered equipment of 20 horsepower or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools; or

- 65 dB(A) for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

However, the noise limitations above would not apply where compliance is deemed to be technically infeasible, which means that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or other feasible noise reduction device or techniques during the operation of the equipment.

11-2 The project shall comply with the City of Los Angeles Noise Ordinance No. 41.40 which restricts construction and demolition activities to the hours of 7:00 a.m. to 9:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday.

11-3 Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

11-4 The use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized to the extent feasible. Examples include the use of drills, jackhammers, and pile drivers.

11-5 Noise construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.

11-6 Equipment warm-up areas, water tanks, and equipment storage areas shall be located as far as possible from the surrounding residential uses and the Children's Learning Center.

11-7 The project contractor shall use power construction equipment with state-of-the-are noise shielding and muffling devices.

11-8 Flexible sound control curtains shall be placed around drilling apparatuses and drill rigs used within the project site, if sensitive receptors are located at, or within, 50 feet.

11-9 Two weeks prior to the commencement of construction at the project site, notification must be provided to the Learning Center for Children facility disclosing the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period.

11-10 The project developer shall provide a liaison to coordinate construction activities with the Learning Center for Children facility such that the loudest construction activities would occur during times when children are not napping or outside. In addition, a phone number and contact name shall be provided to the Learning Center for Children for school faculty to call for noise complaints.

11-11 Existing structure demolition located within 150 feet of the Learning Center for Children shall only occur after 6pm Monday through Friday or anytime on Saturday.

Public Services

13-1. The project plans shall incorporate design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. The plan shall be developed in consultation with the Police Department and Design Out Crime Guidelines: Crime Prevention Through Environmental Design published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213) 485-3134.

Transportation/Circulation

15-1. Implement the recommendations of the City of Los Angeles Department of Transportation as outlined in their correspondence dated November 25, 2008, included in Appendix I of this document.

15-2. St. Andrews Place and Sunset Boulevard – The northbound approach on St. Andrews Place to Sunset Boulevard shall be restriped to accommodate a left-turn lane and a left-thru-right turn lane.

15-3. Western Avenue and Hollywood Boulevard – Western Avenue shall be restriped to increase the southbound curb lane from 18 feet to 20 feet in width to facilitate the southbound right-turning traffic on Western Avenue at Hollywood Boulevard (i.e., functional right-turn lane).

15-4. Sunset Boulevard and Western Avenue – The west side of Western Avenue north of Sunset Boulevard shall be widened by seven feet from north of Sunset Boulevard to approximately 160 feet to allow for the installation of a southbound right-run lane on Western Avenue. This is in addition to the intersection improvements required to satisfy the City street standards.

15-5. Western Avenue and De Longpre Avenue – A new traffic signal with a northbound left-turn pocket shall be added to the intersection of Western Avenue and De Longpre Avenue. Currently, the intersection is marked with an uncontrolled crosswalk and no left-turn storage lane. The proposed traffic signal will facilitate the safe and efficient movement of pedestrians and vehicles at this intersection. Additionally, De Longpre Avenue shall be restriped to include an eastbound left-turn lane and a right-turn lane at its intersection with Western Avenue.

I. INTRODUCTION

The subject of this Initial Study (IS) is the proposed Target Retail Shopping Center (the "proposed project" or "project"), located at the southwest corner of the intersection of Sunset Boulevard and Western Avenue in the Hollywood Community Plan Area and the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan Area of the City of Los Angeles. The project site is located in a highly urbanized area and is currently developed with a Department of Water and Power (DWP) electrical substation, a surface parking lot, a recycling center and approximately 59,561 square feet of one-story commercial buildings that house various businesses. Existing uses and structures onsite will be demolished as part of the project. The project proposes the development of a three level retail shopping center, which would contain a 162,415 square foot Target store along with 26,600 square feet of other smaller retail and food service uses fronting Sunset Boulevard and Western Avenue, and 3,665 square feet of ancillary floor area for a total net floor area of approximately 192,680 square feet. The project also includes two levels of parking that would provide 458 parking spaces.

A. Project Information

Project Title: Target Retail Shopping Center

Project Location: The south side of Sunset Boulevard between North St. Andrews Place and Western Avenue in the City of Los Angeles. The Project site is bounded by Sunset Boulevard to the north, Western Avenue to the east, De Longpre Avenue to the south, and North St. Andrews Place to the west.

Project Applicant: Target
1000 Nicollet Mall, TPN 12E
Minneapolis, MN 55403

Lead Agency: City of Los Angeles
Department of City Planning
200 North Spring Street
Los Angeles, California 90012

B. Organization of the Initial Study

This Draft Initial Study is organized into five sections as follows:

Introduction: This section provides introductory information such as the project title and its location, a brief description of the project, and an identification of the project applicant and the lead agency for the proposed project.

Project Description: This section provides a detailed description of the environmental setting and the proposed project, including project characteristics and the project's environmental review requirements.

Initial Study Checklist: This section contains the completed IS Checklist.

Environmental Impact Analysis: This section provides an assessment and discussion of environmental impacts for each environmental issue identified in the IS Checklist. When the evaluation identifies `such impacts to a less-than-significant level.

Preparers of the Initial Study and Persons Consulted: This section provides a list of individuals from the City and other governmental agencies, as well as consultant team members, who participated in the preparation of the IS.

II. PROJECT DESCRIPTION

A. ENVIRONMENTAL SETTING

Project Location

The Target Retail Shopping Center (the "proposed project" or "project") is situated on approximately 3.88 gross acres of land on the southwest corner of the intersection of Sunset Boulevard and Western Avenue in the Hollywood Community Plan Area of the City of Los Angeles. The site is approximately 8 miles northwest of Downtown Los Angeles and approximately 14 miles northeast of the Pacific Ocean.

The project site is located in a highly urbanized area and may be accessed via several regional freeways and local surface streets. The site is located less than one half mile east of the Hollywood Freeway (US-101), 4.2 miles northwest of the Harbor Freeway (SR 110), and 4.2 miles north of the Santa Monica Freeway (I-10). The project site is locally accessible via Sunset Boulevard to the north, Western Avenue to the east, De Longpre Avenue to the south, and St. Andrews Place to the west. Additional nearby arterials contributing to site access include Hollywood Boulevard to the north, Western Avenue to the east, Santa Monica Boulevard to the south, and Vine Street to the west. Several public transport services run adjacent to the site, including several Los Angeles County Metropolitan Transportation Authority (Metro) stations and City of Los Angeles Department of Transportation (DOT) bus routes, and the Metro Red Line. The nearest Metro Red Line station is located at Hollywood Boulevard and Western Avenue three blocks north of the project site. Figure II-1, Regional and Vicinity Map, depicts the proposed project site in map form while Figure II-2, Aerial Photograph, provides an aerial view of the project site and surrounding land uses.

Existing Land Use and Zoning Designations

The project is located within the Hollywood Community Plan, the Hollywood Redevelopment Project and the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan (refer to Figure II-3). The project site is designated for Highway Oriented Commercial land uses in the Community Plan and has a corresponding zoning of C2-1 as set forth in the Los Angeles Municipal Code (LAMC). The zoned C2-1 zone permits retail uses. The project site is also located with Subarea C of the SNAP which designates the site for Community Center uses as defined by the Framework Element of the General Plan. The SNAP restricts all Community Center uses to C4 uses as defined by the LAMC. Additionally, the SNAP allows building height and floor area ratio (FAR) for a project comprised exclusively of commercial uses, such as the proposed project, of 35 feet (plus 10 feet for roof structures) and 1.5:1, respectively.

Insert Figure II-1 Site and Vicinity

Insert Figure II-2 Aerial Photograph

Insert Figure II-3 Specific Plan Map

Site History and Existing Conditions

Based on review of historical documentation and regulatory agency records, the project site was developed by 1919 with numerous buildings associated with a film studio facility, one of which was a laboratory for film developing, printing, polishing, cutting, and drying. Additionally, a multi-tenant building was located on the northeastern corner of the site from approximately 1950 until the early 1970s. The site operated as a film studio until the early to mid 1970s, at which time the existing buildings on site were constructed. Since construction of the existing buildings, occupants have included drug stores, restaurants, grocery stores, a cleaners, and retail (e.g., media, clothing) facilities. Currently, the project site is occupied by a Department of Water and Power (DWP) electrical substation, a surface parking lot, and approximately 59,561 square feet of one-story commercial buildings that house various businesses including a CVS/Pharmacy, 3 Hermanos, Farm Fresh Ranch Market and a Carl's Jr. Restaurant (see Figure II-4, Views 1, 2, and 3). The electrical facilities associated with the DWP substation are above ground and are enclosed by a chain link fence and masonry enclosures and occupy a substantial portion of the southeast corner of the site (see Figure II-5, View 4). Additionally, a recycling center currently operates on the southwestern portion of the site (see Figure II-5, View 5). The site has minimal vegetation consisting of some shrubs and pine and palm trees (see Figure II-5, View 5). The existing trees along Western Boulevard have caused major root damage to the sidewalk, which currently presents a hazard to pedestrians (see Figure II-5, View 4).

Surrounding Uses

The property is generally bound by commercial and mixed-use development to the north, east and west. Single and multi family residential development is located to the southwest and further north of Sunset Boulevard. Photographs depicting the project site and its immediate surroundings are shown in Figures II-4 through II-9. North of the project site, across Sunset Boulevard, are one story buildings housing various commercial land uses including Orchard Supply Hardware, Panda Express, Yogurtland, Hawaiian BBQ, Subway, as well as Sprint and Game Stop stores (see Figure II-6, Views 7 and 8). Northeast of the project site, there is a five-story, mixed-use building consisting of ground floor commercial uses (a Walgreens drug store) and four floors of multi-family residential uses. Further north of the project site are single and multi-family land uses, ranging from one to five stories (see Figure II-7, Views 10 and 11). On the northbound side of St. Andrews Place, north of Sunset Boulevard, is a complex of one-story bungalows, which share a common courtyard (see Figure II-7, View 12). Grant Elementary School and Grant Early Education and Children's Center are located one block north and west of the project site. Land uses east of the project site include industrial and commercial uses including a Food4Less, ICDC College, McDonalds, and associated parking (see Figure II-8, Views 13 and 14). West of the project site is a Home Depot store and associated parking (see Figure II-8, Views 13 and 14). Southwest from the site along De Longpre Avenue is the one story Learning Center for Young Children and the two story Assistance League of Southern California's Children's Club (see Figure II-9, View 16).

Insert Figure II-4 Views of the Site and Surrounding

Insert Figure II-5 Views of the Site and Surrounding

Insert Figure II-6 Views of the Site and Surrounding

Insert Figure II-7 Views of the Site and Surrounding

Insert Figure II-8 Views of the Site and Surrounding

Insert Figure II-9 Views of the Site and Surrounding

South of the project site along De Longpre Avenue is the two story Assistance League of Southern California executive offices, with adjacent parking facilities. Helen Bernstein High School is located two blocks south and west of the project site. At the corner of De Longpre Avenue and Western Avenue is a United States Post Office with adjacent parking facilities (see Figure II-9, View 17). Covenant House California, a homeless youth resource center, is located along Fernwood Avenue, south of the project site (see Figure II-9, View 17).

B. PROJECT GOALS AND OBJECTIVES

The primary goal of the proposed project is to provide a viable, contemporary, and attractively landscaped commercial retail use with a Target anchor store that complements existing uses and transit corridors in the area and serves the needs of the Hollywood Community Plan and Greater Los Angeles areas. Additional goals and objectives of the proposed project include the following:

- To construct a well-designed, high-quality project that complements and enhances the Hollywood Community and implements good planning principles by focusing high quality retail projects along commercial and transit corridors;
- To provide conveniently located jobs near public transportation, including bus and subway lines;
- To provide retail shopping and dining opportunities that meet the needs and enhance the neighborhood for existing commercial and residential uses;
- To provide for economic growth and revenue generation to the City;
- To provide a contemporary, urban project providing a convenient, pedestrian friendly commercial retail use with a Target anchor store to the surrounding community;
- To provide small retail uses at street level to provide a vibrant street frontage for pedestrians;
- To create a high-quality development that complements existing development trends in the area; and
- To improve the streetscape appearance along Sunset Boulevard to make it more inviting and walkable.

C. PROJECT CHARACTERISTICS

The project proposes development of commercial retail uses, including a Target store, retail/restaurant uses, and a parking structure containing two levels of parking. The project would include a total of approximately 222,590 gross square feet of retail and associated uses.[1] As shown in Table II-1 and Figures II-10 through II-14, the project proposes a 162,415 square foot Target store along with 26,600 square feet of retail and food uses fronting Sunset Boulevard and Western Avenue, and associated uses of 3,665 square feet for a total net floor area of approximately 192,680 square feet, excluding stairs,

[1] *Gross square footage calculation consistent with the Traffic Report prepared for the project, provided in Appendix H.*

elevators, mechanical rooms, basement stock and other areas as determined by the zoning code. Additionally, the project includes a basement and a roof level stock room for Target. The project proposes a FAR of approximately 1.2 based on the net floor area of 192,680 and a net lot area of 160,678 square feet (approximately 3.69 net acres).

Table II-1
Proposed Project Development Summary

Proposed Project Component	Square Footage (sf)
Target	162,415 sf
Retail (Sunset and Western)	26,600 sf
Associated Uses	3,665 sf
Parking	458 spaces
Net Square Footage	**192, 680 sf**
Source: Greenberg Farrow, June 2008.	

The proposed Target store is for the retail sales of high-quality designed products for the home (i.e. house wares, electronics, furniture and outdoor living items) and personal items (i.e. clothing, daily essentials) displayed in a clean, organized and welcoming environment. The proposed use would also include incidental conveniences such as pharmacy sales, wine and beer sales, photo processing and a snack shop called Food Avenue, selling specialty coffee. Retail uses fronting Sunset and Western may consist of clothing stores or other retail and services, restaurant and fast food uses permitted by the SNAP.

In addition to the small retail uses fronting Sunset Boulevard and Western Avenue, the ground level of the proposed project includes structured parking for approximately 141 parking spaces and the receiving area and stock room for the Target store. The second level of the project includes the second level of the parking structure that would provide approximately 317 parking spaces, for a total of 458 parking spaces. An automobile ramp connecting the two parking levels is proposed on the west side of the structure. The third level would consist of the Target retail store and stockroom area. A vertical pedestrian core on the east side of the building facing Sunset Boulevard would connect all the levels above ground to the street and provide easy pedestrian access from Sunset Boulevard and Western Avenue.

Insert Figure II-10 Site Plan

Insert Figure II-11 Site Plan

Insert Figure II-12 Site Plan

Insert Figure II-13 Site Plan

Insert Figure II-14 Site Plan

Insert Figure II-15 Site Plan

Electrical transformers for the project would be constructed at the southwest corner of the site. The transformer and emergency generator for backup power of emergency lighting and data systems would be located on the west side of the project adjacent to St. Andrews Place.

The project proposes new traffic improvements including widening of Sunset Boulevard and Western Avenue, a new traffic signal at the intersection of Western Avenue and De Longpre Avenue, and improvements at the existing intersections of St. Andrews Place and Sunset Boulevard and Western Avenue and Sunset Boulevard. The project would also include approximately 0.2 acres of street dedications.

The project would also construct new sidewalks and public amenities such as street trees, tree well covers, bike racks, trash receptacles and benches in accordance with the SNAP Development Standards and Design Guidelines.

Additionally, as part of the project, all existing on-site uses would be demolished.

Proposed Height

As noted, the project height is regulated by the SNAP, which limits the building height for a commercial-only project to 35 feet with a maximum floor area ratio of 1.5:1. As discussed in Section E. Discretionary Actions below, the project is seeking an exception to this height limit.

The project proposes a maximum height of 80 feet as measured off the lowest site grade in accordance with the zoning code. The project incorporates towers and other vertical elements extending to 86.5 feet as measured above the lowest site grade. The lowest site grade occurs at the southwest corner of the site, which is approximately 6.0 feet lower than the frontage along Sunset Boulevard.

Operations

The project would employ approximately 431 full and part-time employees, primarily from the local community. The average peak shift is for the Target store is approximately 100 - 150 employees. Cleaning crews are typically inside the Target store all night, every night when the store is not open to the public.

The Target store operating hours would typically be from 6am to midnight, with business hours of 8am to 10pm. However, during holidays, operating hours would be 5am to midnight and business hours for the week before Thanksgiving to December 23 would be 8am to 11pm Monday – Sunday. The day after Christmas business hours would be 7am to 11pm.

The operating hours for the retail shops and restaurants that front Sunset Boulevard and Western Avenue have not been determined at this time but are anticipated to be similar to the proposed operating hours of the Target store.

Deliveries

The project would require daily delivery of merchandise. Some items would be off loaded within the loading docks and brought inside the building by forklifts. Truck deliveries would occur between the hours of 5am and midnight Monday-Sunday.

Deliveries for the Target store would occur from De Longpre Avenue. Trucks would approach the loading area from Western Avenue, turning left onto De Longpre Avenue. Trucks would then back into the internal loading bay from De Longpre Avenue. The typical tractor-trailer deliveries for the Target project do not require that the truck remain in the loading area until it is unloaded. Typically, the truck leaves the trailer within the dock so that employees can unload the trailer and stock the store after hours. After unloading, trucks would turn right onto De Longpre Avenue and then right onto St. Andrews Place to Sunset Boulevard. The loading area facing De Longpre Avenue would be off street and internal to the project and would provide 5 loading bays and a space for a 42 cubic yard internally loaded, enclosed compactor container. The off street, internal loading area would be equipped with roll-down screen/security doors.

Deliveries for the retail shops and restaurants that front Sunset Boulevard and Western Avenue would occur within the parking structure.

Signage

Project signage would comply with the SNAP Development Standards and Design Guidelines and consist of combination of letter and logo signs that are architecturally integrated into the project design. Monument and pylon signs are not proposed for the project.

Lighting

The project would provide new street lights adjacent to the project in accordance with the City of Los Angeles Bureau of Public Works requirements. Additional lighting would be wall mounted or ground mounted, directed downward and shielded away from adjacent uses. Building security lighting operated by an energy management system would be used at all entry/exits and would remain on from dusk to dawn but would be designed to prevent glare onto adjacent properties. Lighting for all parking areas would remain lit one half hour after Target store closing. Reduced site lighting would remain lit one and one half hours after Target store closing and for employees conducting overnight stocking. Security lighting would remain lit from closing to opening of the Target store.

Security

The project would include installation of burglar and fire sprinkler alarm systems that would be connected to a UL (Underwriters Laboratories Inc.) listed 24-hour monitoring station and local police and/or fire departments. Closed circuit television (CCTV) cameras would be mounted on the building exterior that would record activity on the property. Additional security measures include implementation of an Assets

Protection Department with 4 to 6 full-time staff persons to minimize shoplifting and theft and installation of a check authorization system to minimize bad checks.

Parking and Access

The project would provide 458 parking stalls in a two level parking structure, which is 72 spaces more than the 386 spaces allowed by the SNAP. Additionally, 16 shopping cart corrals would be provided within the parking area and would be constructed of painted, galvanized metal pipe around an 8-foot wide by 16-foot long area. As noted, the first level of the parking structure would provide approximately 141 parking spaces and the second level would provide approximately 317 parking spaces. An automobile ramp connecting the two parking levels is proposed on the west side of the parking structure. The parking structure would be set back approximately 80 feet from the property line of Sunset Boulevard and approximately 85 feet from the property line of Western Avenue on the ground level.

The main customer vehicle access points to the parking structure are proposed as a 30-foot wide, right in only access off Western Avenue, a 36-foot wide full access driveway off De Longpre Avenue and a 20-foot wide exit only driveway off St. Andrews Place. As noted, deliveries are proposed to occur from De Longpre Avenue, which is a local street.

Design and Architectural Features

The project would include architectural features, such as planters, storefront, balconies, outdoor plazas and other articulated elements on the exterior façade. Varying building materials are proposed such as concrete, steel, glazing, metal panels, and other contemporary materials to provide consistency with recent development that has occurred near the project site. Roof top mechanical equipment, including satellite dishes, would be screened from adjacent street level views by raised building parapet walls. The project is subject to the SNAP Development Standards and Design Guidelines and the design has undergone extensive voluntary review through the Hollywood Design Review Committee provided by Council District 13 and the Hollywood Studio District Neighborhood Committee.

Open Space and Landscaping

As noted, the existing trees along Western Avenue have caused major root damage to the sidewalk, which currently presents a hazard to pedestrians. These trees would be removed as part of the project and new street trees would be provided adjacent to the project, consistent with the City of Los Angeles Public Works requirements. Additionally, the project would incorporate water quality features, which includes a storm water quality treatment system designed to treat roof water and retain it on site.

Green Building and Sustainability

The Applicant is committed to green building practices as well as smart growth principles. The proposed project's proximity to public transportation and proposed residential and commercial uses will reduce vehicle miles traveled for employees and customers. The project site is served by the Metro, the LADOT Dash service, and the Metro Rail Red Line. There is a red line station at Hollywood Boulevard and

Western Avenue, three blocks north of the project site. Local bus routes serving this area of Hollywood include Metro routes 2, 302 and 175 along Sunset Boulevard. Services provided along Western Avenue include Metro Routes 207 and 757. The City provides the Hollywood Dash Service, which provides shuttle service along Franklin Avenue, Sunset Boulevard and Fountain Avenue. Additionally, the project would provide on-site shops and services for employees (e.g., food services) that would further reduce the need for vehicle trips.

The project has been designed to meet the Leadership in Energy and Environmental Design (LEED) Green Building Rating System standards to reduce energy consumption. The LEED rating system was developed by the United States Green Building Council (USGBC) and provides standards for environmentally sustainable construction. LEED was created to accomplish several goals, including defining "green building" by establishing a common standard of measurement.

LEED rated buildings use key resources more efficiently when compared to conventional buildings built only to Title 22 standards. The USGBC has compiled a long list of benefits of implementing a LEED strategy, which ranges from improving air and water quality to reducing solid waste. It is also important to note that these benefits are reaped by anyone who comes into contact with the project including owners, occupants and society as a whole. New buildings rated under USGBC perform, on average, 25 to 30 percent better than non-rated buildings in terms of energy use.

The project would meet LEED certification compliance standards, including the following:

- Recycling of concrete and cardboard waste generated during construction;
- Installation of a "white roof" that reflects the sun's heat and reduces heat island effect;
- Use of recycled construction materials, including recycled steel framing, crushed-concrete sub-base in parking lots, fly ash-based concrete and recycled content in joists and joist girders;
- Use of locally manufactured construction materials, where possible;
- Use of wood certified by the Forest Stewardship Council for construction purposes;
- Central tracking of waste compactor loads, ensuring that compactors are full thereby reducing trips to landfills;
- Implementation of active management to reuse and recycle plastic garment hangers;
- Implementation of a store-based cardboard recycling program, managed in coordination with distribution centers;
- Recycle electronic waste generated through returned products and replacement of company-owned electronics;

- Refurbish and reuse broken shopping carts through centralized program;
- Implementation of merchandise salvage program, partner stores with charities or national vendors to liquidate unsold products;
- Implementation of vendor return program for overstock, substandard quality or damaged merchandise;
- Partner with America's Second Harvest to redistribute unsold food items;
- Implementation of a centrally managed program to redeploy, donate or resell used corporate assets such as food service equipment, store fixtures, forklifts, semi-trailers, technology equipment and security equipment;
- Implementation of efforts to work with suppliers to limit use of polyvinyl chloride in packaging and sell recycled and earth-friendly product lines;
- Use of energy efficient lighting including the use of T8 fluorescent lamps and electronic ballasts, motion-sensor lighting in stockrooms, and light-emitting diodes (LED) for exterior signage;
- Implementation of store-based integrated energy-management system controlling lighting, refrigeration, heating and cool equipment and exhaust fans;
- Use of Energy Star appliances for office equipment;
- Use of high energy efficiency rooftop heating and conditioning systems;
- Use of low-flow toilets and ultra low-flow hand-wash faucets;
- Use of customized irrigation settings to avoid over-watering of landscape;
- Use of indigenous and/or water-appropriate plants in landscaping; and
- Use of low-impact development measures using innovative design to filter and infiltrate stormwater runoff and reduce water sent to sewer systems.

D. CONSTRUCTION/PHASING

The project would be constructed over approximately 24 months. The project would be constructed in three construction phases that would include demolition, excavation, and construction. Demolition is anticipated to begin as early as April 2009.

E. DISCRETIONARY ACTIONS AND APPROVALS

The proposed project would require various discretionary actions and approvals by public agencies. This IS serves as an informational document and provides an analysis of the potential environmental effects of the proposed project, including construction activities and the operation of the proposed uses. This IS shall be used in connection with all other permits and approvals necessary for the construction and operation of the project. This IS shall be used by the City of Los Angeles Department of Planning, Community Redevelopment Agency, Department of Building and Safety, Department of Transportation, Department of Public Works (including the Bureaus of Engineering and Sanitation), and all other responsible public agencies which may approve activities undertaken with respect to the proposed project.

The proposed project would require the following discretionary actions and approvals:

- Specific Plan Project Permit Compliance Review;
- Specific Plan Exceptions Approval;
- Site Plan Review Findings pursuant to LAMC Section 16.05-E;
- Zoning Administrator Approval of Conditional Use Permit for Alcohol;
- Demolition, grading, foundation, and building permits;
- Board of Public Works Approval of Street Tree Removal;
- Haul route(s) approval, as necessary; and

Any additional actions as may be determined necessary.

F. RELATED PROJECTS

Section 15063(b) of the State CEQA Guidelines provides that an IS consider the environmental effects of a proposed project individually as well as cumulatively. Section 15355 of the State CEQA Guidelines defines cumulative impacts as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. These include those projects which are proposed, recently approved, under construction, or reasonably foreseeable and which could produce a cumulative impact on the environment when considered in combination with the proposed project. The Table II-2 and Figure II-16 illustrate the list of related projects that are analyzed in this IS.

Table II-2
Related Projects

No.	Location	Description	Size
1	2020 N. Holly Dr.	Condominium	16 du
2	1934 Cahuenga Blvd.	Gas Station w/Mini Market	
3	6142 W. Franklin Ave.	Condominium	126 du
4	1800 Argyle Ave	Condominium	85 du
		Office	20,000 sf

Table II-2 (Continued)
Related Projects

No.	Location	Description	Size
5	1717 Vine St.	Condominium	57 du
		Restaurant	5,489 sf
6	1600 Vine St.	Cocktail Lounge	11,884 sf
7	6100-6107 Hollywood Blvd.	Hotel	86 du
		Retail	5,000 sf
8	Boulevard 6200	Residential	1,018 du
		Retail	175,000 sf
		Live/Work	24 du
9	6000 Hollywood Blvd.	Car Dealership	10,000 sf
10	6253 Hollywood Blvd.	Condominium	60 du
		Office Condo	5 du
11	6250 Hollywood Blvd.	Apartment	375 du
		Luxury Condo	150 du
		Restaurant	49,500 sf
		Hotel	305 du
		Specialty Retail	12,000 sf
12	Vine	Senior Housing	104 du
13	6834 Hollywood Blvd.	Ice Cream Parlor	2,500 sf
14	Hollywood Passage		
15	4747 Sunset Blvd.	Hospital	400 beds
16	Wilcox & Selma	Office	80,000 sf
17	1538-1542 Cahuenga Blvd.	Condominium	32 du
		Retail	7,000 sf
18	1427 N. Cole Pl.	Condominium	48 du
19	1602 N. Cahuenga Blvd.	Bar/Lounge	
20	6360 Sunset Blvd.	Restaurant	14,200 sf
21	Sunset Blvd. & Vine – Tower	Condominium	90 du
		Retail	15,000 sf
22	1417-1433 Cole Ave.	Condominium	50 du
23	853 N. Wilcox Ave.	Condominium	16 du
24	1645 N. Vine St.	Condominium	96 du
		Retail	12,986 sf
25	1438 N. Gower St.	Office	150,000 sf
26	Gordon N/O Sunset Blvd.	Condominium	60 du
27	4650 Sunset Blvd.	Hospital	317 beds
28	NEC Sunset & Gordon	Condominium	311 du
		Restaurant	8,500 sf
		Retail	5,000 sf
		Office	40,000 sf
		Park	0.5 acre
		Restaurant (to be removed)	*(15,252)*
29	5825 Sunset Blvd.	Condominium	20 du
		Apartment	54 du
		Office	2,000 sf
30	5831 Sunset Blvd.	Condominium	81 du
31	Sunset at VanNess	LAUSD High School	1,875 st
32	1717 N. Gramercy Pl.	Condominium	50 du
33	5555 Hollywood Blvd.	Residential	108 du
34	Western & Garfield	Retail	30,000 sf

Table II-2 (Continued)
Related Projects

No.	Location	Description	Size
		Residential	100 du
		Office	19,000 sf
		Retail	26,000 sf
35	1541 Western Ave.	Retail	11,864 sf
36	5400 Hollywood Blvd.	Apartments	42 du
		Retail	6,778 sf
37	5420 W. Harold Way	Condominium	18 du
38	SW Corner Hollywood Blvd. & Gower	Condominium	140 du
		Shopping Center	25,000 sf
39	5662 W. La Mirada Ave.	Condominium	28 du
40	1250 Western Ave.	LAUSD Middle School	891 st
41	5601 Santa Monica Blvd.	Mixed Use	
42	7000 Hollywood Blvd.	Night Club	
43	5473 Santa Monica Blvd.	Affordable Housing	27 du
	1416 N. Fuller Ave.	Condominium	35 du
44	5200 block of Virginia Ave.	Elementary School	599 st
45	922 Western Ave.	Apartment	63 du
		Retail	13,500 sf
46	5920 Melrose Ave.	Apartment	54 du
		Retail	16,000 sf
		Apartment (to be removed)	*(54) du*
47	5806 W. Warning Ave.	Condominium	15 du
48	5700 W. Melrose Ave.	Condominium	21 du
49	6263 Hollywood Blvd.	Diner/Ultra Lounge	12,751 sf
50	1830 Bronson and Franklin	Apartment	126 du
		Apartment (to be removed)	*(86) du*
51	1430 Hudson and Sunset	Office	29,000 sf
52	6385 Hollywood Blvd.	Restaurant	23,035 sf
53	Hollywood & Gower	Dance Hall	17,208 sf
54	5800 Sunset/KTLA	Office/Soundstage	
55	5165 Ardmore Ave.	Apartment	110 du
56	Western & Lemon Grove	Apartment	63 du
		Retail	13,500 sf
	1729 N. Las Palmas Ave.	Condominium	218 du
	717 N. Highland Ave.	Condominium	27 du
57	Franklin & Argyle	Apartment	130 du
58	6506 Hollywood Blvd.	Restaurant/Club	13,000 sf
59	Fountain & Serrano	LAUSD	891 du
60	1538 Vine St.	Apartment	306 du
		Retail	68,000 sf
61	Sunset & Western	Gas Station	10 pump
62	Santa Monica & Wilton	Apartment	437 du
		Retail	377,900 sf
63	6200-6201 Argyle Ave.	Apartment	952 du
		Retail	190,777 sf
64	Selma & Cahuenga	Restaurant/Club	12,840 sf
65	1602 Ivar Ave.	Senior Housing	106 du
		Community Center	6,500 sf
		Retail	10,000 sf

Table II-2 (Continued)
Related Projects

No.	Location	Description	Size
		Theater	5,000 sf
66	5663 Melrose Ave.	Condominium	96 du
		Retail	3,350 sf
67	803 N. Wilcox Ave.	Condominium	14 du
68	1601 N. Vine St. (Vine St. Towers)	Office	120,000 sf
		Retail	7,000 sf
69	1545 Wilcox Ave.	Condominium	40 du
70	6121 Sunset Blvd.	Hotel	125 du
71	5030 Santa Monica Blvd.	Apartment	58 du
72	6523 Hollywood Blvd.	Restaurant	15,161 sf
73	855 N. Vermont Ave	Library	64,000 sf
74	6001 Carlton Ave.	Condominium	42 du
75	5245 Santa Monica Blvd.	Apartment	68 du
		Retail	51,674 sf
76	4747 Vermont Ave.	Hospital	400 beds

Notes: du = dwelling units; st = students; sf = square feet
Source: Overland Traffic Consultants, Inc., February 2008

Insert Figure II-16 Related Projects

III. INTIAL STUDY CHECKLIST

LEAD CITY AGENCY	COUNCIL DISTRICT	DATE
Los Angeles City Planning Department	*13*	*January 2009*

RESPONSIBLE AGENCIES

PROJECT TITLE/NO.	CASE NO.
Target Retail Shopping Center	

PREVIOUS ACTIONS CASE NO.	☐ DOES have significant changes from previous actions.
Not Applicable	☐ DOES NOT have significant changes from previous actions.

PROJECT DESCRIPTION:

Demolition of a 59,561-square-foot single-story commercial structure, an electrical substation and a surface parking lot and construction of a three-story 192,680 square-foot multi-tenant commercial structure that includes a 162,415-square-foot retail store (Target), 26,600 square feet of additional retail space, and 3,665 square feet of ancillary floor area. The project would also include 458 at-grade and above-ground parking spaces.

ENVIRONMENTAL SETTING:

The proposed project is situated on approximately 3.88 gross acres of land on the south side of Sunset Boulevard between St. Andrews Place and Western Avenue in the Hollywood Community Plan Area of the City of Los Angeles. The project site is approximately eight miles northwest of downtown Los Angeles and approximately 14 miles east of the Pacific Ocean. The project site is bound by Sunset Boulevard (a major highway) to the north, Western Avenue (a major highway) to the east, De Longpre Avenue (a local street) to the south, and North St. Andrews Place (a local street) to the west. Properties surrounding or nearby the site are mostly occupied primarily by commercial uses, but also include mixed-use, and single and multi-family residences. The project site is located within one quarter of a mile of Grant Elementary School, a LAUSD facility.

PROJECT LOCATION

The south side of Sunset Boulevard between North St. Andrews Place and Western Avenue at 5520 West Sunset Boulevard in the City of Los Angeles.

PLANNING DISTRICT	STATUS:
Hollywood	☐ PRELIMINARY ☐ PROPOSED ✓ ADOPTED ___December 13, 1998____

EXISTING ZONING	MAX. DENSITY ZONING	☐ DOES CONFORM TO PLAN
C2-1 (Commercial)	NA	
PLANNED LAND USE & ZONE	**MAX. DENSITY PLAN**	☐ DOES NOT CONFORM TO PLAN
No change	NA	
SURROUNDING LAND USES	**PROJECT DENSITY**	☐ NO DISTRICT PLAN
Commercial, Multi Family Residential	NA	

☐ **DETERMINATION (To be completed by Lead Agency)**

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

✓ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

01/06/09 CITY PLANNER

SIGNATURE **TITLE**

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that 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:

   1) Earlier Analysis Used. Identify and state where they are available for review.
   2) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   3) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated

7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9) The explanation of each issue should identify:
   1) The significance criteria or threshold, if any, used to evaluate each question; and
   2) The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

□ Aesthetics	□ Hazards & Hazardous Materials	□ Public Services
□ Agricultural Resources	□ Hydrology/Water Quality	□ Recreation
□ Air Quality	□ Land Use/Planning	□ Transportation/Traffic
□ Biological Resources	□ Mineral Resources	□ Utilities/Service Systems
□ Cultural Resources	□ Noise	□ Mandatory Findings of Significance
□ Geology/Soils	□ Population/Housing	

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

□ **BACKGROUND**

PROPONENT NAME	**PHONE NUMBER**
Target	
PROPONENT ADDRESS	
1000 Nicollet Mall, TPN 12E, Minneapolis, MN 55403	
AGENCY REQUIRING CHECKLIST	**DATE SUBMITTED**
City of Los Angeles, Department of City Planning	*December 12, 2008*
PROPOSAL NAME (If Applicable)	

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

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	**AESTHETICS.** Would the project:				
a.	Have a substantial adverse effect on a scenic vista?	❑	❑	✓	❑
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	❑	❑	❑	✓
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	❑	❑	✓	❑
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	❑	✓	❑	❑
II.	**AGRICULTURAL RESOURCES.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	❑	❑	❑	✓
b.	Conflict the existing zoning for agricultural use, or a Williamson Act Contract?	❑	❑	❑	✓
c.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	❑	❑	❑	✓

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
III.	**AIR QUALITY.** The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:				
a.	Conflict with or obstruct implementation of the SCAQMD or Congestion Management Plan?	❑	❑	✓	❑
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	❑	✓	❑	❑
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & PM 10) under an applicable federal or state ambient air quality standard?	❑	❑	✓	❑
d.	Expose sensitive receptors to substantial pollutant concentrations?	❑	❑	✓	❑
e.	Create objectionable odors affecting a substantial number of people?	❑	❑	❑	✓
IV.	**BIOLOGICAL RESOURCES.** Would the project:				
a.	Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service ?	❑	✓	❑	❑
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	❑	❑	❑	✓
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	❑	❑	❑	✓
d.	Interfere substantially with the movement of any	❑	❑	❑	✓

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	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?				
e.	Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	❑	❑	✓	❑
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?	❑	❑	❑	✓
V.	**CULTURAL RESOURCES:** Would the project:				
a.	Cause a substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5?	❑	❑	✓	❑
b.	Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5?	❑	✓	❑	❑
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	❑	✓	❑	❑
d.	Disturb any human remains, including those interred outside of formal cemeteries?	❑	❑	✓	❑
VI.	**GEOLOGY AND SOILS.** Would the project:				
a.	Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving :				
i.	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	❑	❑	✓	❑

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ii.	Strong seismic ground shaking?	❑	❑	✓	❑
iii.	Seismic-related ground failure, including liquefaction?	❑	❑	✓	❑
iv.	Landslides?	❑	❑	✓	❑
b.	Result in substantial soil erosion or the loss of topsoil?	❑	❑	✓	❑
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	❑	❑	✓	❑
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	❑	❑	✓	❑
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?	❑	❑	❑	✓
VII.	**HAZARDS AND HAZARDOUS MATERIALS.** Would the project:				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	❑	❑	✓	❑
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?	❑	✓	❑	❑
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	❑	❑	✓	❑
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?	❑	✓	❑	❑
e.	For a project located within an airport land use plan or,	❑	❑	❑	✓

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	❑	❑	❑	✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	❑	❑	✓	❑
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	❑	❑	❑	✓
VIII.	**HYDROLOGY AND WATER QUALITY.** Would the proposal result in:				
a.	Violate any water quality standards or waste discharge requirements?	❑	❑	✓	❑
b.	Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	❑	❑	✓	❑
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site	❑	❑	✓	❑
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in an manner which would result in flooding on- or off site?	❑	❑	✓	❑
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater	❑	❑	✓	❑

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	drainage systems or provide substantial additional sources of polluted runoff?				
f.	Otherwise substantially degrade water quality?	❑	❑	✓	❑
g.	Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	❑	❑	❑	✓
h.	Place within a 100-year flood plain structures which would impede or redirect flood flows?	❑	❑	❑	✓
i.	Expose people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam?	❑	❑	✓	❑
j.	Inundation by seiche, tsunami, or mudflow?	❑	❑	❑	✓
IX.	**LAND USE AND PLANNING**. Would the project:				
a.	Physically divide an established community?	❑	❑	✓	❑
b.	Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	❑	❑	✓	❑
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	❑	❑	❑	✓
X.	**MINERAL RESOURCES**. Would the project:				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	❑	❑	❑	✓
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	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XI.	**NOISE.** Would the project:				
a.	Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	❑	✓	❑	❑
b.	Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	❑	✓	❑	❑
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	❑	❑	✓	❑
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	❑	❑	✓	❑
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	❑	❑	❑	✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	❑	❑	❑	✓
XII.	**POPULATION AND HOUSING**. Would the project:				
a.	Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	❑	❑	✓	❑
b.	Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	❑	❑	❑	✓
c.	Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	❑	❑	❑	✓

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII.	**PUBLIC SERVICES.** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i.	Fire protection?	❑	❑	✓	❑
ii.	Police protection?	❑	✓	❑	❑
iii.	Schools?	❑	❑	❑	✓
iv.	Parks?	❑	❑	❑	✓
v.	Other governmental services (including roads)?	❑	❑	❑	✓
XIV.	**RECREATION.**				
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	❑	❑	❑	✓
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?	❑	❑	❑	✓
XV.	**TRANSPORTATION/CIRCULATION**. Would the project:				
a.	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections)?	❑	✓	❑	❑

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b.	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	❑	❑	✓	❑
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	❑	❑	✓	❑
d.	Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	❑	❑	❑	✓
e.	Result in inadequate emergency access?	❑	❑	✓	❑
f.	Result in inadequate parking capacity?	❑	❑	❑	✓
g.	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	❑	❑	✓	❑
XVI.	**UTILITIES.** Would the project:				
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	❑	❑	❑	✓
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❑	❑	✓	❑
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❑	❑	✓	❑
d.	Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	❑	❑	✓	❑
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing	❑	❑	✓	❑

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	commitments?				
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	❑	❑	✓	❑
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	❑	❑	✓	❑
h.	Other Utilities and Service Systems?	❑	❑	✓	❑
XVII.	**MANDATORY FINDINGS OF SIGNIFICANCE.**				
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	❑	❑	✓	❑
b.	Does the project have impacts which are individually limited, but cumulatively considerable?("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	❑	❑	✓	❑
c.	Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	❑	❑	❑	✓

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

PREPARED BY	TITLE	TELEPHONE #	DATE

IV. ENVIRONMENTAL IMPACT ANALYSIS

The following analysis provides the supporting documentation for the determinations presented in the City of Los Angeles' Initial Study (IS) and CEQA Environmental Checklist. Each response evaluates how the proposed project (as defined in Section II, Project Description) may affect the existing environmental conditions at the project site and the surrounding environment.

1. AESTHETICS

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

Less than Significant Impact. A significant impact would occur if the proposed project were to introduce incompatible visual elements within a field of view containing a scenic vista or substantially block a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest). Scenic vistas may include panoramic views of natural features, striking or unusual terrain, or unique urban or historic features. For the purposes of this analysis, locations that may have the potential to be negatively impacted by view blockage would include public spaces such as parks, roadways, and plazas, or a large number of private viewpoints such as a neighborhood or the entirety of a multi-family residential building. Under the City of Los Angeles CEQA Thresholds Guide, a significant impact occurs only when the proposed project adversely affects the public view of a scenic vista, and therefore, impacts to private view are not considered to be significant. Nevertheless, private views from nearby residential buildings are valued by existing residents, and an analysis of the project's impacts to private views is included herein.

The project site does not contain any unique scenic vistas, as it is entirely comprised of surface parking and commercial/retail buildings. Visual resources within the vicinity of the proposed project site with the potential to be considered scenic include the view of the Hollywood Hills. This scenic vista, as well as views from public and private vantage points and the project's potential to introduce incompatible elements or to obstruct these views, is discussed in further detail below.

Hollywood Hills

The Hollywood Hills are located approximately 1 mile north of the project site. Under existing conditions, the public vantage points in the project vicinity with a view to the Hollywood Hills are from street level while traveling east or west on Sunset Boulevard or while traveling north on Western Avenue and St. Andrews Place. Views of the Hollywood Hills are currently available from the project site, however, the views are partially blocked by commercial development across Western Avenue (see Figure II-5, View 4). Furthermore, it should be noted that while traveling north on Western Avenue or St. Andrews Place, views of the Hollywood Hills are only visible directly north for the width of the streets. Additional views of the Hollywood Hills would potentially be available from the upper floors of buildings located in the site vicinity, including the Learning Center for Young Children and the Assistance League of California located south of the project site. However, these buildings are one and

two stories high, respectively, and have only limited views to the north that are blocked by existing structures (see Figure II-5, View 4).

Implementation of the proposed project, including the construction of a three-story building and attached 2-story parking structure would not obstruct public views of the Hollywood Hills from northbound Western Avenue or St. Andrews Place, since there are currently no views of the Hollywood Hills across the project site from these roadways. It should also be noted that there are no significant view resources available while traveling southbound on Western Avenue or St. Andrews Place. Additionally, the project would not obstruct existing private views of the Hollywood Hills from structures south of the project site as the existing buildings are of limited height and do not have views of the Hollywood Hills. An approximately four story residential building is located southeast of the project site at Fernwood Avenue and St. Andrews Place. The project has the potential to obstruct private views from some floors of this building however, due to the east/west orientation of the building, views to the north are limited for the majority of the windows of the building. Therefore, project impacts associated with views of the Hollywood Hills from this building would be less than significant. Additionally, the project as the potential to obstruct private views from some floors of the Covenant House located south of the project site on the southwest corner of Western Avenue and Fernwood Avenue. However, given that only a small proportion of the windows in the Covenant House building have a view of the Hollywood Hills, project impacts associated with views from this building would be less than significant. Public views from the sidewalk in front of the Covenant House building looking north across an existing parking lot towards the Hollywood Hills would be obstructed as a result of this project. However, these views would be obstructed for less than half a block and the Hollywood Hills would be visible a short distance away at the corner of Western Avenue and Fernwood Avenue. Therefore, impacts would be less than significant. The proposed project would not affect private views from the multi-story, mixed use residential buildings located on the north side of Western Avenue as the proposed project would not be located north of these buildings it would therefore not block any northerly views of the Hollywood Hills. While the project may block some southwesterly views from this location, there are no view resources located to the southwest and therefore such view blockage would not be significant. Therefore, project impacts associated with public and private views of the Hollywood Hills would be less than significant. Since the project would have a less than significant impact on existing view resources, no mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

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

No Impact. A significant impact would occur only where scenic resources would be damaged or removed by the project. The site has minimal vegetation consisting of some shrubs and pine and palm trees. There are existing trees along Western Avenue, which have caused major root damage to the sidewalk, which currently presents a hazard to pedestrians. The project site and its surrounding area are completely urbanized and, as such, the project site does not contain rock outcroppings. In addition, there

are no designated State or local scenic highways located in the vicinity of the project site.[1] Lastly, there are not any historic buildings on the project site, nor are there any within the vicinity that would be negatively impacted by the proposed project.[2] The landscaping and trees that would be removed on site would be replaced in accordance with City of Los Angeles ordinances, as described in Section 4, Biological Resources, below. Therefore, the project would no impact on existing scenic and historic resources, no mitigation measures are required, and no further analysis of this issue in an environmental impact report is necessary.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Less than Significant Impact. A significant impact may occur if the project were to introduce incompatible visual elements on the project site or visual elements that would be incompatible with the character of the area surrounding the project site. The project site is surrounded by dense urban development consisting of one- and multi-story commercial, retail, single and multi-family residences, and related parking uses. The general character of the project site and the surrounding area, along with potential changes to the visual elements of the site and vicinity as a result of the proposed project are discussed below.

General Character of the Project Site and Surrounding Area

The project is located within the Hollywood Community Plan and the Hollywood Redevelopment Project. The project site is also located within the boundaries of Subarea C - Community Center of the Vermont/Western Transit Oriented District Specific Plan (Vermont/Western Specific Plan) - Station Neighborhood Area Plan (SNAP). The existing land uses located within in the Hollywood Community Plan Area are characterized by a dense concentration of high to mid intensity commercial, retail, mixed use, multi-family residential and some single-family residences. The project is located within a portion of this area that is located on a segment of Sunset Boulevard between Western Avenue and St. Andrews Place.

The project site spans across an entire block on Sunset Boulevard between Western Avenue and St. Andrews Place. It is bound by Sunset Boulevard to the north, by Western Avenue to the east, by De Longpre Avenue to the south, and by St. Andrews Place to the west. There are no buildings abutting the project site, as it is completely bound by these surface streets. (See Figure II-2 Aerial Photograph).

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[1] *Caltrans California Scenic Highway Program, Scenic Routes, website: http://www.dot.ca.gov/hq/LandArch/scenic/schwy.htm, November 17, 2007 and City of Los Angeles, Transportation Element of the General Plan, Map E, Scenic Highways in the City of Los Angeles, June 1998, website: http://www.lacity.org/pln/cwd/gnlpln/transelt/TEMaps/E_Scnc.gif.*

[2] *Initial Historic Survey, Teresa Grimes, May 14, 2008, California Register of Historic Resources, National Register of Historic Resources and California Inventory of Historic Resources, provided as Appendix C.*

The property is generally surrounded by low and mid height one-story commercial to the north, east and west. To the north of the project site across Sunset Boulevard there are three, single-story commercial and retail stores and adjacent parking lots. To the northeast of the project site there is a five story mixed-use commercial and residential building. To the east across Western Avenue there is a single story fast food establishment and an adjacent one story commercial and retail structure with associated surface parking. A post office and three-story Assistance League facility is located to the south of the project site along De Longpre Avenue. Single and multi family residential development and a three story structure which houses the Southern California Children's Club are located to the southwest of the project site. To the west of the project site is a one-story commercial retail building with an attached above grade parking structure. Northwest of the project site there are a number of one-story commercial and retail outlets and a single story fast food outlet.

The project site is almost entirely paved and has little to no landscaping, aside from the trees along Western Avenue and Sunset Boulevard, on the eastern and northern portions of the project site, respectively Some scattered pine and palm trees as well as shrubs are located on the project site. There is little to no landscaping in the immediate vicinity of the project site with the exception of a few scattered trees on De Longpre Avenue. A block north of Sunset Boulevard on Harold Way there are multi-family and single family residences that have limited landscaping. The nearest open space is located two blocks west of the project site on Sunset Boulevard near the Hollywood Freeway.

Impact of Proposed Project on the General Character of the Surrounding Area

The project would not impact the visual characteristic of the project site and the surrounding area. The proposed three-story commercial retail use with a Target anchor store would be consistent with the general character of the surrounding area, and the existing uses in the immediate vicinity of the project site. The project proposes the construction of a three story, 192,680 net square foot retail center, and 458 spaces of at and above grade parking. The entire project would rise a total of 80 feet in height with some architectural features extending 86.5 feet above grade (See Figure II-15, Section).

Height and Massing

With respect to building height and massing, land uses in the vicinity of the project are typically one to two story commercial uses. There is a five story mixed-use residential and commercial structure to the northeast of the project site and there are several other multifamily residences in the area, a block north of Sunset Boulevard on Harding Way, that range from two- to five-stories. The project would not alter the visual appearance or the general character of the surrounding area. However, the project is located within the Vermont/Western Specific Plan area, which has a height restriction of 35 feet and a Floor to Area Ratio (FAR) of 1.5 for a commercial only project. The proposed project has a FAR of 1.2 and is therefore within the mandated design requirements for FAR. Additionally, discretionary action and relief from the height restriction has been requested by the Applicant as part of project approval.

Architectural Design

The buildings surrounding the project site vary in age and architectural style from more contemporary structures to buildings that were constructed from the 1970's to 1980's. The mixed-use commercial and

residential structure to the northeast of the project site and the one story commercial structure northwest of the project site are contemporary and are representative of the design style of recent development in the vicinity of the project site. However, some one-story commercial structures north as well as east of the project site, and the existing onsite uses date back to the 1970's and 1980's. The proposed project's design is a contemporary, urban project providing a convenient, pedestrian friendly commercial retail use with a Target anchor store to the surrounding community. The project would include architectural features, such as planters, storefront balconies, outdoor plazas and other articulated elements to the exterior façade. Varying building materials are proposed such as concrete, steel glazing, metal panels, and other such contemporary materials to provide consistency with the recent development that has occurred near the project. Roof top mechanical equipment, including satellite dishes, would be screened from adjacent street levels by raised parapet walls. The parking structure would be set back approximately 80 feet from the property line of Sunset Boulevard and approximately 85 feet from the Western Avenue property line on the ground level. Facing Sunset Boulevard and Western Avenue the project proposes small retail uses to provide a street frontage for pedestrians. These uses would incorporate storefronts, canopies, and pedestrian level signage. These design features would be consistent with the design of the newer retail and commercial development located north the project site at the corner of Sunset Boulevard and St. Andrews Place and to the northeast of the project site, at the corner of Sunset Boulevard and Western Avenue.

Signage

The area surrounding the proposed project contains a moderate amount of signage that primarily consists of building identification signage, commercial business identification, and advertising signage. Signage for the proposed project would be consistent with similar building and use identification signs. The project signage would consist of a combination of letter and logo signs that would be architecturally integrated into the project design. Monument and pylon signs are not proposed for the project. Vehicular and pedestrian directional signage would also be provided onsite. The project's signage would conform to the requirements of Los Angeles Municipal Code (LAMC) Section 14.4 and the Vermont/Western SNAP Development Standards and Design Guidelines pertaining to signage and would also comply with Los Angeles Building codes. Therefore, future signage on the project site would not conflict with the existing character of signage in the area.

Landscaping

New trees are proposed on the project site, conforming to City of Los Angeles Public Works requirements and the Vermont/Western SNAP Development Standards and Design Guidelines. The existing trees on Western Avenue have caused major root damage to the sidewalk and present a hazard to pedestrians and are proposed for removal. In addition, new sidewalks and public amenities such as street trees, tree well covers, bike racks, trash receptacles, and benches would be provided in accordance with the Vermont/Western SNAP Development Standards and Design Guidelines.

The proposed project's location, height, scale, and architectural features are generally compatible with existing and planned development for the Hollywood Community Plan Area, and the provisions of the Vermont/Western SNAP, which allows a height of 75 feet for mixed use structures. The project

necessitates an exception from the Vermont/Western Specific Plan's height limit of 35 feet for commercial-only projects, however the overall height is not outside the range of what has been considered by the Vermont/Western SNAP. Therefore the potential aesthetic impacts to the general visual character of the project area would be less than significant. Therefore, no mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

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

Light and Glare Impacts

Less than Significant Impact with Mitigation. A significant impact would occur if the proposed project were to introduce new sources of light or glare on the project site which would be incompatible with the areas surrounding the project site or which would pose a safety hazard to motorists utilizing adjacent streets. The project site is located in a well-lit urban area where there are high levels of ambient nighttime lighting including street lights, architectural and security lighting, indoor building illumination (light emanating from the interior of structures which passes through windows) and automobile headlights.

Lighting would be wall mounted or ground mounted and would be directed downward and shielded away from adjacent uses. Wall mounted security lighting would remain lit all night at each exit door but would be designated to prevent glare onto adjacent properties. Lighting for all parking areas would remain lit one half hour after the Target store closing. Reduced site lighting would remain lit 1½ hours after store closing and for employees conducting overnight stocking. Security lighting would remain lit from store closing to store opening. Illuminated areas would be localized and would minimize light trespass and spill. Light fixtures that broadcast light over large areas or which are a source of direct glare would not be utilized. Furthermore, the majority of lighting associated with the proposed project would be directed internal to the project site itself, away from neighboring land uses. In addition, the proposed building would incorporate a variety of materials that would minimize the transmission of light from the building interior. Additionally, building materials would be used that would not cause glare, that would be visually inconsistent with surrounding land uses, and that would not result in a substantial increase in glare that would affect nearby sensitive uses. However, any potential impacts associated with light and glare would be mitigated to a less than significant level by Mitigation Measures 1-1 and 1-2. No additional mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Mitigation Measures

1-1 Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from nearby residential properties.

1-2 The exterior of the proposed building shall be constructed of materials such as high-performance tinted, non-reflective glass, metal panel, and pre-cast concrete or cast in-place or fabricated wall surfaces. Tinted glass would not be used on the ground floor so as to maintain the visual quality

of the pedestrian environment.

Shade and Shadow Impacts

Less Than Significant Impact. The analysis of shade or shadow impacts refers to the potential blockage of direct sunlight by project buildings that may affect adjacent properties. According to the City of Los Angeles Draft Los Angeles CEQA Thresholds Guide, a shadow impact is normally considered significant if shadow-sensitive uses would be shaded by project-related structures for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. (between late October and early April), or for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. (between early April and late October). Shadow-sensitive uses include: routinely useable outdoor spaces associated with residential, recreation, or institutional (e.g. schools, convalescent homes) land uses; commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor seating areas; nurseries, and existing solar collectors.

Summer Shadows

As shown in Figure IV-1, the proposed project would cast short shadows to the west through the east during the Summer Solstice. These shadows would fall on the parking uses to the west of the project site, and on Western Avenue to the east of the project site.

At 9:00 A.M. summer shadows from the project would be cast in a westerly direction. The shadows would shade St. Andrew's Place and a portion of the parking uses associated with the Home Depot for less than four hours. No sensitive uses are located in this area.

At 1:00 P.M. summer shadows from the project would be cast in a northern direction. These shadows would shade a portion of the project site that fronts Sunset Boulevard. No sensitive uses are located in this area.

At 5:00 P.M. summer shadows from the project would be cast in an easterly direction. These shadows would fall on Western Avenue. No sensitive uses are located in this area.

No residential building or other sensitive use would be shaded by the proposed project for more than three hours between the hours of 9:00 A.M. and 5:00 P.M. Consequently, summer shadow impacts from the proposed project would be less than significant.

Winter Shadows

As shown in Figure IV-2, the proposed project would cast far-reaching shadows to the northwest and northeast during the Winter Solstice. These shadows would fall on commercial uses north and east of the project site.

Insert Figure IV-1 Summer Shadows

Insert Figure IV-2 Winter Shadows

At 9:00 A.M. winter shadows from the project would be cast in a northwesterly direction. These shadows would partially shade parking uses associated with Home Depot and Orchard Supply Hardware as well as several commercial uses on Western Avenue, including a Starbucks with an outdoor seating area, which is considered a shadow-sensitive use. However, none of the commercial uses, including the shadow-sensitive outdoor seating area at the Starbucks, would be shaded for more than three hours.

At 12:00 P.M. winter shadows from the project would be cast in a northerly direction. These shadows would partially shade commercial uses on Western Avenue including the Panda Express and Yogurtland. No sensitive uses are located in this area.

At 3:00 P.M. winter shadows from the project would be cast in a northeasterly direction. These shadows would shade parking uses associated with Orchard Supply Hardware as well as commercial uses on Western Avenue including a Verizon Wireless store and a McDonald's. None of these uses would be shaded for more than three hours.

No residential building or other sensitive use would be shaded by the proposed project for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. Consequently, winter shadow impacts from the proposed project would be less than significant.

Fall Shadows

As shown in Figure IV-3, the proposed project would cast short shadows to the west through the east during the Fall Equinox. These shadows would fall on the parking uses to the west of the project site, and on Western Avenue to the east of the project site.

At 9:00 A.M. fall shadows from the project would be cast in a westerly direction. The shadows would shade St. Andrew's Place and a portion of the parking uses associated with the Home Depot for less than four hours. No sensitive uses are located in this area.

At 1:00 P.M. fall shadows from the project would be cast in a northern direction. These shadows would shade a portion of the project site that fronts Sunset Boulevard. No sensitive uses are located in this area.

At 5:00 P.M. fall shadows from the project would be cast in an easterly direction. These shadows would fall on Western Avenue. No sensitive uses are located in this area.

No residential building or other sensitive use would be shaded by the proposed project for more than four hours between the hours of 9:00 A.M. and 5:00 P.M. Consequently, fall shadow impacts from the proposed project would be less than significant.

Insert Figure IV-3 Fall Shadows

Spring Shadows

As shown in Figure IV-4, the proposed project would cast short shadows to the west through the east during the Spring Equinox. These shadows would fall on the parking uses to the west of the project site, and a portion of the project site that fronts Western Avenue to the east of the project site.

At 9:00 A.M. spring shadows from the project would be cast in a westerly direction. The shadows would shade St. Andrew's Place and the majority of the parking uses associated with the Home Depot for less than three hours. No sensitive uses are located in this area.

At 12:00 P.M. spring shadows from the project would be cast in a western direction. These shadows would shade St. Andrew's Place. No sensitive uses are located in this area.

At 3:00 P.M. spring shadows from the project would be cast in an easterly direction. These shadows would fall on a portion of the project site that fronts Western Avenue. No sensitive uses are located in this area.

No residential building or other sensitive use would be shaded by the proposed project for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. Consequently, spring shadow impacts from the proposed project would be less than significant.

Cumulative Impacts

Less Than Significant Impact. Implementation of the proposed project in combination with the related projects would result in further infilling of existing urban land uses in the City of Los Angeles. Development of the related projects is expected to occur in accordance with adopted plans and regulations. While many of the related projects and the proposed project would be visible from public and private properties, the combination of the related projects and the proposed project is not anticipated to significantly obstruct existing public scenic views in the immediate project vicinity. With respect to potential light/glare or shade/shadow impacts, each related project would be required to determine whether its development would result in impacts to these areas, and mitigation measures would be adopted where necessary. With respect to scenic highways, there are no State- or locally-designated scenic highways identified in the vicinity of the proposed project. In terms of the overall visual quality of the surrounding neighborhoods, each of the related projects would be required to submit a landscape plan and signage plan (if proposed) to the Los Angeles Department of City Planning for review and approval prior to the issuance of grading permits. Additionally, there are no related projects adjacent to, or in the immediate vicinity of, the project site that would result in any cumulative shade and shadow impacts when considered with the development of the proposed project. Therefore, cumulative impacts with respect to aesthetics would be less than significant.

Insert Figure IV-4 Spring Shadows

2. AGRICULTURE

No Impact. A significant impact may occur if a project were to result in the conversion of State-designated agricultural land from an agricultural use to a non-agricultural use. The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of "Important Farmland." The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the project site is not included in the Important Farmland category.[3] The project site is located in an urbanized area of the City of Los Angeles within the Hollywood Community Plan area. The project site is currently zoned C2-1 (commercial) and is developed with commercial uses. The project site does not contain any State designated agricultural lands and would not convert any farmland to a non-agricultural use. No impact on farmland or agricultural resources would occur, and no mitigation measures are required. No further analysis of this issue in an environmental impact report is necessary.

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

No Impact. A significant impact may occur if a project were to result in the conversion of land zoned for agricultural use or under a Williamson Act contract from agricultural use to a non-agricultural use. According to the Hollywood Community Plan, the project site has a general land use designation for commercial uses. The project site is zoned C2-1 (commercial) and is currently developed with a Los Angeles Department of Water and Power (LADWP) electrical substation, a surface parking lot, and approximately 59,561 square feet of one-story commercial buildings that house various businesses. As the project site is currently being used for non-agricultural activities, the build out of the proposed project would not include the conversion of agricultural land to another use. Furthermore, no portion of the project site is subject to a Williamson Act Contract. Therefore, the proposed project would not conflict with existing zoning for agricultural use, or a Williamson Act Contract. No impacts would occur, and no mitigation measures are required. No further analysis of this issue in an environmental impact report is necessary.

c) 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. A significant impact may occur if a project results in the conversion of farmland to another, non-agricultural use. Neither the project site, nor nearby properties are utilized for agricultural activities and, as discussed in section 2(a) above, the project site is not classified in any "Farmland" category designated by the State of California. Thus, development of the proposed project would not convert any

[3] *California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, GIS data, website: www.consrv.ca.gov/DLRP/fmmp/overview/survey_area_map.htm, May 6, 2008.*

farmland to non-agricultural use. No impacts would occur, and no mitigation measures are required. No further analysis of this issue in an environmental impact report is necessary.

Cumulative Impacts

No Impact. Neither the site of the proposed project nor the sites of the related projects are designated as Farmland, zoned for agricultural uses, or used for agricultural uses. Therefore, no cumulative impacts related to agricultural resources would occur.

3. AIR QUALITY

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

Less than Significant Impact. A significant air quality impact may 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. In the case of projects proposed within the City of Los Angeles or elsewhere in the South Coast Air Basin (Basin), the applicable plan AQMP is prepared by the South Coast Air Quality Management District (SCAQMD). The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the SCAQMD, a regional agency, 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 though educational programs or fines, when necessary.

The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a series of AQMPs. The most recent of these was adopted by the Governing Board of the SCAQMD on June 1, 2007. This AQMP, referred to as the 2007 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. It builds on approaches taken from the 2003 AQMP for the attainment of the federal ozone air quality standard. These planning efforts have substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin.

Projects that are consistent with the projections of employment and population forecasts identified in the Growth Management Chapter of SCAG's Regional Comprehensive Plan and Guide (RCPG) are considered consistent with the AQMP growth projections, since the Growth Management Chapter forms the basis of the land use and transportation control portions of the AQMP.

As indicated in Section 12, Population and Housing, of this document, the proposed project's anticipated increase in employment generation is within the SCAG projections for the City of Los Angeles. Because the proposed project would be consistent with the existing zoning and land use designations of the site,

the proposed project would also be consistent with the 2007 AQMP. Moreover, Section 9, Land Use, of this document demonstrates that the proposed project would be consistent with SCAG regional growth policies. The 431 jobs introduced by the proposed project would represent less than one percent of the projected employment growth from 2000 to 2010 for the City of Los Angeles by the 2001 RTP. Therefore, the employment growth associated with the proposed project has already been anticipated and planned for by the City of Los Angeles and SCAG. Since SCAG's regional growth forecasts are based upon, among other things, land uses specified in city general plans, the proposed project would also be consistent with SCAG's regional forecast projections. In turn, the proposed project would also be consistent with the AQMP growth projections. Impacts would be less than significant and no mitigation measures are required. No further analysis in an environmental impact report is necessary.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact with Mitigation. A project may have a significant impact if project-related emissions would exceed federal, State, or regional standards or thresholds, or if project-related emissions would substantially contribute to an existing or projected air quality violation. As mentioned previously, the proposed project is located in the SCAQMD. To address potential impacts from construction and operational activities, the SCAQMD currently recommends that impacts from projects with mass daily emissions that exceed any of the thresholds outlined in Table IV-1 be considered significant.

Table IV-1
SCAQMD's Significant Emissions Thresholds

Pollutant	Construction Threshold (lbs/day)	Operational Threshold (lbs/day)
VOC	75	55
NO_x	100	55
CO	550	550
SO_x	150	150
PM_{10}	150	150
$PM_{2.5}$	55	55

Note: lbs = pounds.
Source: South Coast Air Quality Management District, Air Quality Significance Thresholds, website: http://www.aqmd.gov/CEQA/hdbk.html, June 2008.

Greenhouse gas emissions are also evaluated in this analysis due to increasing concerns over global climate change. California has responded to the issue of global climate change by adopting a series of laws to reduce GHG emissions from various sources within the State. In September 2006, Governor Arnold Schwarzenegger signed in to law AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires the California Air Resources Board (ARB) to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with that program.

In October 2006, Governor Schwarzenegger issued an Executive Order in which he designated the California Environmental Protection Agency (Cal/EPA) Secretary with the primary responsibility for implementing AB 32. In response to the Executive Order, the Secretary of Cal/EPA created the Climate Action Team (CAT), which, in March 2006, published the *Climate Action Team Report to Governor Schwarzenegger and the Legislature* (the "2006 CAT Report"). The 2006 CAT Report identifies a recommended list of strategies that the State could pursue to reduce climate change greenhouse gas emissions.

In June 2008, the Governor's Office of Planning and Research (OPR) released a technical advisory entitled, *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review* (the "OPR Climate Change Report"). The advisory provides lead agencies an approach to comply with CEQA climate change analysis for projects that generate GHG emissions.

In October 2008, Governor Schwarzenegger signed SB 375 which encourages regional land use planning that reduces vehicle use thereby reducing GHG emissions. It requires CARB to provide GHG emissions targets for automobiles and light trucks for all regions of the State that have a metropolitan planning organization.

Also in October 2008, the ARB released a draft staff proposal, which includes preliminary recommendations on significance thresholds for GHGs. The guidance provides that if certain projects meet performance standards and remain below numeric thresholds, GHG impacts will be considered less than significant. However the criteria has not been fully delineated. The ARB has requested public and stakeholder input in the development of these emission levels and the thresholds in general.

In December 2008, the ARB approved the Climate Change Scoping Plan proposing ways California can reduce GHG emissions to 1990 levels by 2020, as required by AB 32. It proposes various regulatory and market-based measures to enable California to meet the AB 32 requirement. Recommendations include expanding energy efficiency programs, increasing renewable energy use, developing a carbon cap-and-trade program, and implementing clean car standards,

At present, no air agency, including the SCAQMD, or municipality, including the City of Los Angeles, has yet established project-level significance thresholds for GHGs emissions. The OPR Climate Change Report recognizes the uncertainties associated with defining the significance of GHG emissions associated with an individual project and notes that significance must be evaluated on a case-by-case basis. The OPR Climate Change Report did not set significance thresholds, but directed ARB to recommend a method for setting the GHG emission threshold of significance, including both qualitative and quantitative options. ARB's draft staff proposal has not yet set significance thresholds for GHG impacts from land use projects. Therefore, while the City continues to monitor guidance from the state agencies as to how to set a significance threshold, since there is still no agreed upon and adopted thresholds of significance, no threshold exclusively related to GHG has been adopted by the City as of yet. Thus, emissions of GHGs can be quantified, but should not be used to determine significance under CEQA.

In the absence of adopted thresholds, this air quality assessment assumes that the proposed project would be considered to generate a substantial increase in greenhouse gas emissions if it is not consistent with any strategies from the 2006 CAT Report that the Lead Agency deems to be applicable and feasible for the proposed land use.

The City of Los Angeles has begun to address the issue of global climate change by publishing *Green LA, An Action Plan to Lead the Nation in Fighting Global Warming* (the "LA Green Plan").[4] This document outlines the goals and actions the City has established to reduce the generation and emission of GHGs from both public and private activities. According to the LA Green Plan, the City is committed to the goal of reducing emissions of CO_2 to 35 percent below 1990 levels. To achieve this, the City will:

- Increase the generation of renewable energy;
- Improve energy conservation and efficiency; and

Change transportation and land use patterns to reduce dependence on automobiles.

As part of the LA Green Plan, the Los Angeles Green Building Ordinance was passed in April 2008 that promotes green building practices by creating a series of requirements and incentives for developers to meet the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) Green Building Rating System.

Construction

During construction of the proposed project, three basic types of activities would be expected to occur and generate emissions. First, the existing structures would be demolished. Second, the development site would be prepared and graded to accommodate the parking structure and building foundations. Third, the proposed project would be constructed including finishing (paving and architectural coatings). Overall, construction of the proposed project would occur over an approximately 24-month period. For the purpose of analysis, it is assumed that construction would begin in April 2009 and be completed in April 2011. Table IV-2 provides the duration of each phase and the equipment anticipated to be used during each phase.

Table IV-2
Duration and Equipment Used During Construction Phases

Phase	Duration (month/year)	Equipment
Demolition	04/09 - 05/09	2 Crushing/Processing Equipment 4 Dumpers/Tenders
Grading	06/09 – 7/09	4 Excavators 1 Grader 1 Roller

[4] *Green LA: An Action Plan to Lead the Nation In Fighting Global Warming. City of Los Angeles, May 2007.*

		1 Rubber Tired Dozer 1 Rubber Tired Loader 2 Tractors/Loaders/Backhoes
Site Preparation	8/09 – 10/09	2 Bore/Drill Rigs 1 Forklift 1 Paving Equipment
Building Construction	11/09 - 4/11	2 Cranes 1 Forklift 1 Trencher 5 Welders
Finishing	01/11 - 4/11	4 Cement and Mortar Mixers 1 Paver 1 Roller 1 Tractor/Loader/Backhoe

The analysis of daily construction emissions has been prepared utilizing the URBEMIS 2007 computer model recommended by the SCAQMD. Due to the construction time frame and the normal day-to-day variability in construction activities, it is difficult, if not impossible, to precisely quantify the daily emissions associated with each phase of the proposed construction activities. Nonetheless, Table IV-3 identifies daily emissions that are estimated to occur on peak construction days along with the thresholds of significance recommended by the SCAQMD and used by the City of Los Angeles. These calculations assume that appropriate dust control measures would be implemented during each phase of development as required by SCAQMD Rule 403 – Fugitive Dust.

Table IV-3
Estimated Mass Daily Construction Emissions

Emissions Source	Emissions in Pounds per Day					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Demolition Phase (2009)						
Fugitive Dust	--	--	--	--	12.01	2.50
Off-Road Diesel Equipment	2.71	21.10	10.53	0.00	1.18	1.08
On-Road Diesel Equipment	2.18	27.62	11.15	0.03	1.31	1.14
Worker Trips	0.06	0.11	1.74	0.00	0.01	0.01
Total Demolition Emissions	4.95	48.83	23.42	0.03	14.51	4.73
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Grading Phase (2009)						
Grading Dust	0.00	0.00	0.00	0.00	2.79	0.58
Off-Road Diesel Equipment	10.91	87.76	45.17	0.00	4.76	4.38
On-Road Diesel Equipment	2.25	28.47	11.49	0.03	1.35	1.18
Worker Trips	0.11	0.21	3.48	0.02	0.03	0.01
Total Grading Emissions	13.27	116.44	60.15	0.04	8.94	6.16
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	Yes	No	No	No	No
Site Preparation Phase (2009)						
Off-Road Diesel Equipment	2.53	25.14	8.92	0.00	1.15	1.05
Worker Trips	0.05	0.09	1.45	0.00	0.01	0.01
Total Trenching Emissions	2.58	25.53	10.37	0.00	1.16	1.06

Table IV-3 (Continued)
Estimated Mass Daily Construction Emissions

Emissions Source	Emissions in Pounds per Day					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Building Construction Phase (2009)						
Building Construction Off-Road Diesel Equip.	4.88	26.85	14.71	0	1.65	1.52
Building Construction Worker Trips	0.24	2.67	2.19	0	0.13	0.11
Building Construction Vendor Trips	0.54	1.00	16.55	0.02	0.13	0.07
Total Building Construction Emissions	5.66	30.53	33.45	0.02	1.91	1.7
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Building Construction Phase (2010)						
Building Construction Off-Road Diesel Equip.	4.65	25.61	14.14	0	1.55	1.42
Building Construction Worker Trips	0.22	2.44	2.04	0	0.12	0.1
Building Construction Vendor Trips	0.5	0.92	15.49	0.02	0.13	0.07
Total Building Construction Emissions	5.37	28.97	31.67	0.02	1.8	1.59
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Building Construction Phase (2011)						
Building Construction Off-Road Diesel Equip.	4.33	24.18	13.54	0	1.5	1.38
Building Construction Worker Trips	0.21	2.21	1.89	0	0.11	0.09
Building Construction Vendor Trips	0.45	0.85	14.45	0.02	0.13	0.07
Architectural Coatings Off-Gas [b]	62.74	0.00	0.00	0.00	0.00	0.00
Architectural Coatings Worker Trips	0.02	0.04	0.74	0.00	0.01	0.00
Asphalt Off-Gas	0.03	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Road Diesel Equipment	1.83	11.26	6.91	0.00	0.98	0.90
Asphalt On-Road Diesel Equipment	0.01	0.13	0.07	0.00	0.01	0.01
Asphalt Worker Trips	0.06	0.10	1.77	0.00	0.02	0.01
Total Building Construction Emissions	69.68	38.76	39.36	0.03	2.75	2.46
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No

Note: Subtotals may not appear to add correctly due to rounding in the URBEMIS2007 model.

Source: Christopher A. Joseph & Associates, 2008. Calculation sheets are provided in Appendix A.

As shown in Table IV-3, mass daily construction emissions would not exceed SCAQMD thresholds of significance with the exception of NOx during the grading phase. Mitigation measure 3-1 is proposed to reduce NOx emissions below the SCAQMD threshold of significance. Although not exceeding SCAQMD threshold of significance for VOC, mitigation measure 3-2 is proposed to reduce VOC emissions during the building construction phase in 2011. No additional mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Mitigation Measure

3-1 The Applicant shall require that heavy-duty diesel-powered equipment greater than 200 horsepower used for the grading phase be equipped with lean-NO_x and diesel oxidation catalysts

consistent with SCAQMD's Diesel Emission Control Strategies (DECS). This mitigation measure would reduce the NO_x emissions from the applicable diesel-powered equipment by 80 percent and reduce total NO_x emissions from the grading phase from 116.44 to 89.2 lbs/day, below the significance threshold of 100 lbs/day.

3-2 The Applicant shall require that architectural coatings with a VOC content of 100 grams/liter (g/liter) or less be used. This mitigation measure would reduce the VOC emission from the building construction phase in 2011 from 69.68 to 32.04 lbs/day.

For an analysis of the proposed project's localized air quality impacts during project construction, refer to Checklist Question 3(d), below.

Operation

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the project site after occupation. Stationary area source emissions would be generated by the consumption of natural gas, the operation of landscape maintenance equipment, and the use of consumer products. Mobile emissions would be generated by the motor vehicles traveling to and from the project site.

The analysis of daily operational emissions has been prepared utilizing the URBEMIS 2007 computer model recommended by the SCAQMD. The URBEMIS air quality model is a land-use-based model that estimates air emissions based on the type and density of the proposed land uses, and is influenced by such factors as trip generation rates, proximity to mass transit, local demographics, and the extent of pedestrian friendly amenities.

The results of these calculations are presented in Table IV-4. As shown, the emissions generated by the proposed project's operations would not exceed the thresholds of significance set by the SCAQMD. Therefore, impacts associated with mass daily operational emissions from the proposed project would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary

Table IV-4
Estimated Mass Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Proposed Project						
Natural Gas	0.16	2.15	1.81	0.00	0.00	0.00
Landscape Maintenance Equipment	0.26	0.04	3.21	0.00	0.01	0.01
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coatings	1.3	0.00	0.00	0.00	0.00	0.00
Motor Vehicles	49.86	54.97	631.30	0.58	101.06	19.22
Total Emissions	51.58	57.16	636.32	0.58	101.07	19.23

Table IV-4
Estimated Mass Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Existing Use						
Natural Gas	0.04	0.49	0.41	0.00	0.00	0.00
Landscape Maintenance Equipment	0.52	0.07	6.41	0.00	0.02	0.02
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coatings	0.34	0.00	0.00	0.00	0.00	0.00
Motor Vehicles	19.73	16.90	191.65	0.17	27.98	5.34
Total Summer Emissions	20.63	17.46	198.47	0.17	28.00	5.36
Net Increase Summer Emissions	30.95	39.7	437.85	0.45	73.77	14.49
SCAQMD Thresholds	55	55	550	150	150	55
Significant Impact?	No	No	No	No	No	No
Wintertime (Non-Smog Season) Emissions						
Proposed Project						
Natural Gas	0.16	2.15	1.81	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coatings	1.30	0.00	0.00	0.00	0.00	0.00
Motor Vehicles	56.51	67.66	607.75	0.46	101.06	19.22
Total Winter Emissions	57.97	69.81	609.56	0.46	101.06	19.22
Existing Use						
Natural Gas	0.04	0.49	0.41	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coatings	0.34	0.00	0.00	0.00	0.00	0.00
Motor Vehicles	23.37	20.67	191.62	0.13	27.97	5.34
Total Winter Emissions	23.75	21.16	192.03	0.13	27.97	5.34
Net Increase Winter Emissions	34.22	49.14	417.53	0.33	73.09	13.88
SCAQMD Thresholds	55	55	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Note: Subtotals may not appear to add correctly due to rounding in the URBEMIS 2007 model.
Source: Christopher A. Joseph & Associates, 2008. Calculation sheets are provided in Appendix A.

For an analysis of the proposed project's localized air quality impacts during project operation, refer to Checklist Question 3(d), below.

Greenhouse Gases

Generally, an individual project cannot generate enough greenhouse gas emissions to influence global climate change because it is the increased accumulation of greenhouse gases which may result in global climate change. However, an individual project may contribute an incremental amount of GHG emissions.

Consistent with the OPR Climate Change Report, an inventory of the proposed Project's GHG emissions in carbon dioxide equivalencies (CO_2e) was calculated using methodologies described in the California

Climate Action Registry (CCAR) General Reporting Protocol (version 3.0) published in April 2008.[5] While this Protocol was not developed expressly for CEQA purposes, it does provide methods that are appropriate for the quantification of GHG emissions.

The predicted greenhouse gas emissions of the project are shown in Table IV-5.

Table IV-5
Predicted Proposed Project
Operational Greenhouse Gas Emissions

Emission Source	CO_2e Emissions in Metric Tons per Year		
	Carbon Dioxide	**Methane**	**Nitrous Oxide**
Proposed Project			
Natural Gas Use	417.02	1.07	0.23
Electrical Use	1,100.67	0.21	1.50
Motor Vehicles	7,623.10	1.00	14.49
Proposed Project Total	***9,159.3***		
Existing Use			
Natural Gas Use	110.14	0.28	0.06
Electrical Use	695.13	0.13	0.95
Motor Vehicles	2,107.34	0.28	3.99
Existing Use Total	***2,918.31***		
Net Increase	**6,240.99**		

Source: Christopher A. Joseph & Associates, 2008. Calculation data and results are provided in Appendix A.

These estimated GHG emissions presented above are conservative estimates and do not include project design features that would increase energy efficiency and further reduce GHG emissions. Specifically, construction of the project would meet LEED certification compliance standards, including:

- Recycling of concrete and cardboard waste generated during construction;
- Installation of a "white roof" that reflects the sun's heat and reduces heat island effect;
- Use of recycled construction materials, including recycled steel framing, crushed-concrete sub-base in parking lots, fly ash-based concrete and recycled content in joists and joist girders;
- Use of locally manufactured construction materials, where possible;
- Use of wood certified by the Forest Stewardship Council for construction purposes;

[5] *General Reporting Protocol: Reporting Entity-Wide Greenhouse Gas Emissions. California Climate Action Registry, April 2008.*

- Central tracking of waste compactor loads, ensuring that compactors are full thereby reducing trips to landfills;
- Use of energy efficient lighting including the use of T8 fluorescent lamps and electronic ballasts, motion-sensor lighting in stockrooms, and light-emitting diodes (LED) for exterior signage;
- Implementation of store-based integrated energy-management system controlling lighting, refrigeration, heating and cool equipment and exhaust fans;
- Use of Energy Star appliances for office equipment;
- Use of high energy efficiency rooftop heating and conditioning systems;
- Use of low-flow toilets and ultra low-flow hand-wash faucets;
- Use of customized irrigation settings to avoid over-watering of landscape;
- Use of indigenous and/or water-appropriate plants in landscaping; and
- Use of low-impact development measures using innovative design to filter and infiltrate stormwater runoff and reduce water sent to sewer systems.

In addition, the proposed project's proximity to public transportation and proposed residential and commercial uses will reduce vehicle miles traveled for employees and customers and thereby reduce GHG emissions related to vehicle emissions.

Emitting GHGs into the atmosphere is not itself an adverse environmental effect. Rather, it is the increased accumulation of GHGs in the atmosphere that may result in global climate change. The resultant consequences of that climate change can cause adverse environmental effects. Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, it is not possible to predict the specific impact, if any, to global climate change from one project's relatively small incremental increase in emissions. Therefore, impacts associated with GHG emissions should not be evaluated on a project-level basis, but instead on a cumulative basis.

Significance on a cumulative basis is determined based on consistency with state, regional and local GHG reduction strategies. The consistency of the proposed project with the strategies from the 2006 CAT Report is evaluated in Table IV-6. As shown, the proposed project would be consistent with all feasible and applicable strategies to reduce greenhouse gas emissions in California.

Table IV-6
Project Consistency with 2006 CAT Report Greenhouse Gas Emission Reduction Strategies

Table IV-6 (Continued)
Project Consistency with 2006 CAT Report Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
California Air Resources Board	
Diesel Anti-Idling. In July 2004, the ARB adopted a measure to limit diesel-fueled commercial motor vehicle idling.	Consistent. Current State law restricts diesel truck idling to five minutes or less. Diesel trucks making deliveries to the project site are subject to this Statewide law.
Hydrofluorocarbon Reduction. 1) Ban retail sale of HFC in small cans. 2) Require that only low GWP refrigerants be used in new vehicular systems. 3) Adopt specifications for new commercial refrigeration. 4) Add refrigerant leak-tightness to the pass criteria for vehicular inspection and maintenance programs. 5) Enforce federal ban on releasing HFCs.	Consistent. This strategy applies to consumer products. All applicable products purchased at the proposed project would comply with the regulations that are in effect at the time of manufacture.
Transportation Refrigeration Units, Off-Road Electrification, Port Electrification (ship to shore). Require all new transportation refrigeration units (TRU) to be equipped with electric standby. Require cold storage facilities to install electric infrastructure to support electric standby TRUs. Off-road Electrification and Port Electrification.	Consistent. All new TRUs used at the project site will be equipped with electric standby and the project site will install electric infrastructure to support the TRUs.
Achieve 50% Statewide Recycling Goal. Achieving the State's 50 percent waste diversion mandate as established by the Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989), will reduce climate change emissions associated with energy intensive material extraction and production as well as methane emission from landfills. A diversion rate of 48% has been achieved on a statewide basis. Therefore, a 2% additional reduction is needed.	Consistent. The City of Los Angeles is required to divert a minimum of 50 percent of its solid waste under AB 939. Since the proposed project site is located within the City of Los Angeles, it would be subject to this requirement. The City is currently developing a plan known as the Solid Waste Integrated Resource Plan (SWIRP) that will outline the City's objectives to lead Los Angeles towards being a "zero waste" city. The project would comply with the requirements of this plan.
Zero Waste – High Recycling. Efforts to exceed the 50 percent goal would allow for additional reductions in climate change emissions.	Consistent. As discussed above, the City of Los Angeles is currently developing the SWIRP that will outline the City's objectives to lead Los Angeles towards being a "zero waste" city. The project would comply with the requirements of this plan.
Department of Water Resources	
Water Use Efficiency. Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce greenhouse gas emissions.	Consistent. The project would comply with State and local water and energy conversation requirements.
Energy Commission (CEC)	
Building Energy Efficiency Standards in Place and in Progress. Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings).	Consistent. The project would be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development.

Table IV-6 (Continued)
Project Consistency with 2006 CAT Report Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
Appliance Energy Efficiency Standards in Place and in Progress. Public Resources Code 25402 authorizes the Energy Commission to adopt and periodically update its appliance energy efficiency standards (that apply to devices and equipment using energy that are sold or offered for sale in California).	Consistent. Under State law, appliances that are purchased for the project – both pre- and post-development – would be consistent with energy efficiency standards that are in effect at the time of manufacture.
Business, Transportation and Housing	
Measures to Improve Transportation Energy Efficiency. Builds on current efforts to provide a framework for expanded and new initiatives including incentives, tools and information that advance cleaner transportation and reduce climate change emissions.	Consistent. The location of the project promotes fuel conservation as it is located close to public transportation, providing patrons and employees of the project an alternative to the single occupancy vehicle.
Smart Land Use and Intelligent Transportation Systems (ITS). Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors. Specific strategies include: promoting jobs/housing proximity and transit-oriented development; encouraging high density residential/commercial development along transit/rail corridor; valuing and congestion pricing; implementing intelligent transportation systems, traveler information/traffic control, incident management; accelerating the development of broadband infrastructure; and comprehensive, integrated, multimodal/intermodal transportation planning.	Consistent. The project is located near a number of public transportation services, thereby reducing the number of vehicles miles traveled.
State and Consumer Services Agency	
Green Buildings Initiative. Green Building Executive Order, S-20-04 (CA 2004), sets a goal of reducing energy use in public and private buildings by 20 percent by the year 2015, as compared with 2003 levels. The Executive Order and related action plan spell out specific actions state agencies are to take with state-owned and –leased buildings. The order and plan also discuss various strategies and incentives to encourage private building owners and operators to achieve the 20 percent target.	Consistent. As discussed previously, the project would be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development. The current 2005 Title 24 standards are approximately 8.5 percent more efficient than those of the 2001 standards.
Sources: Climate Action Team, 2006 and Christopher A. Joseph & Associates, 2008.	

In addition, a number of local and state agencies will implement GHG emission reduction initiatives. These include:

- The City of Los Angeles, under its Green LA Plan seeks to reduce GHG emissions by 35 percent below 1990 levels by 2030. As part of the LA Green Plan, the Los Angeles Green Building Ordinance was passed in April 2008 that promotes green building. The Los Angeles Green Building Ordinance does not apply to the proposed project based on the date of submission of the proposed project (it was submitted prior to November 1, 2008, the enactment of the ordinance).

However, this is not expected to impede the Green LA Plan's target GHG reduction. Other strategies include:

  - Decreasing emissions from LADWP electrical generation and import activities;
  - Providing compact fluorescent light (CFL) bulbs to encourage acceptance and use of CFLs; and
  - Expanding the regional rail network to reduce VMT.

- The State introduced in 2007 the Low-Carbon Fuel Standard with the goal to reduce carbon intensity of California's passenger vehicles by at least 10 percent by 2020 and further reduce GHG emissions.
- As indicated in the CAT table, the green building initiative will reduce energy use by 20 percent by 2015, compared to 2003.

As stated earlier, the proposed project will comply with these initiatives as applicable and will, as a result, further reduce GHG emissions. Therefore, cumulative impacts would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

c) 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 (including releasing emissions, which exceed quantitative threshold for ozone precursors)?

Less Than Significant Impact. A significant impact may occur if a project would add a considerable cumulative contribution to federal or state non-attainment pollutant. Because the Basin is currently in nonattainment for ozone and PM_{10}, the related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the proposed project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, 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 impacts, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment.

As discussed under Checklist Question 3(b) above, the proposed project would not generate emissions that exceed the SCAQMD's recommended thresholds. Therefore, the proposed project would not generate a cumulatively considerable increase in emissions for the pollutants for which the Basin is in nonattainment and impacts would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are populations that are more susceptible to the effects of air pollution than the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The project area is densely urbanized with such land uses as residential, commercial, hotel, restaurant, and parking uses located along the local roadways within the immediate area.

On-site emissions of NO_x, CO, PM_{10}, and $PM_{2.5}$ during construction and operation of the proposed project have the potential to affect nearby sensitive receptors. Furthermore, traffic congested roadways and intersections have the potential to generate elevated concentrations of CO that might also affect nearby sensitive receptors. Pollutant concentrations that exceed the thresholds outlined in Table IV-7 would have a significant impact on sensitive receptors.

Table IV-7
Localized Pollutant Concentration Significance Thresholds

Pollutant – Averaging Time	Threshold
CO – 1 Hour	20.0 ppm
CO – 8 Hour	9.0 ppm
NO_x – 1 Hour	0.18 ppm
PM_{10} – 24 Hour	10.4 $\mu g/m^3$
$PM_{2.5}$ – 24 Hour	10.4 $\mu g/m^3$

Note: Thresholds for particulates (i.e., PM_{10} and $PM_{2.5}$) do not include background concentrations.
Source: South Coast Air Quality Management District, Air Quality Significance Thresholds, website: http://www.aqmd.gov/CEQA/hdbk.html, June 2008.

The SCAQMD has developed localized significance threshold (LST) look-up tables for project sites that are one, two, and five acres in size to simplify the evaluation of localized on-site construction and operational emissions at small sites. LSTs are provided for each of SCAQMD's Source Receptor Areas (SRAs) at various distances from the source of emissions. The project site is located in SRA 1. In the case of this proposed project, the nearest sensitive receptor is the Assistance League Learning Center for Young Children located southwest of the project site. This receptor is shown in Figure II-9, View 16 in Section II, Project Description. Therefore, the LSTs for construction and operation on a 3.88-acre (gross acreage) site with sensitive receptors located within 25 meters have been calculated using linear regression. These LSTs are used to address the potential localized NOx, CO, PM_{10}, and $PM_{2.5}$ impacts from on-site construction and operational emissions.

The SCAQMD recommends the use of CALINE4, a dispersion model for predicting CO concentrations, as the preferred method of estimating localized pollutant concentrations at sensitive receptors near congested roadways and intersections. For each intersection analyzed, CALINE4 adds roadway-specific

CO emissions calculated from peak-hour turning volumes to ambient CO air concentrations. For this analysis, localized CO concentrations were calculated based on a simplified CALINE4 screening procedure developed by the Bay Area Air Quality Management District (BAAQMD) and accepted by the SCAQMD. The simplified procedure is intended as a screening analysis, which identifies a potential CO hotspot. This methodology assumes worst-case conditions and provides a screening of maximum, worst-case CO concentrations. However, the emission factors used in the analysis have been updated to EMFAC2007 by the EIR consultant.[6]

Construction - Localized Emissions of NOx, CO, PM10, and PM2.5

The average daily construction emissions that would be generated on the project site during the construction phases are shown in Table IV-8 along with the applicable construction LSTs for SRA 1. As shown, emissions generated onsite during construction of the proposed project would not exceed SCAQMD's LSTs for construction period emissions. Therefore, localized construction impacts would be less than significant, as construction of the proposed project would not expose nearby sensitive receptors to substantial pollutant concentrations. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Table IV-8
Estimated Localized Air Quality Impacts – Construction

Emissions Source	Emissions in Pounds per Day			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Demolition Phase (2009)				
Total Site-Specific Emissions	26.4	13.0	1.7	1.6
SCAQMD LSTs for SRA 1	116.24	1,427.10	13.0	6.8
Significant Impact?	No	No	No	No
Grading Phase (2009)				
Total Site-Specific Emissions	105.8	49.7	5.9	5.4
SCAQMD LSTs for SRA 1	116.24	1,427.10	13.0	6.8
Significant Impact?	No	No	No	No
Site Preparation Phase (2009)				
Total Site-Specific Emissions	32.6	14.4	3.6	2.0
SCAQMD LSTs for SRA 1	116.24	1,427.10	13.0	6.8
Significant Impact?	No	No	No	No
Building Construction (2009-2011)				
Total Site-Specific Emissions	48.0	24.3	3.0	0.7
SCAQMD LSTs for SRA 1	116.24	1,427.10	13.0	6.8
Significant Impact?	No	No	No	No
Paving Phase (2011)				
Total Site-Specific Emissions	20.0	11.2	1.5	1.3
SCAQMD LSTs for SRA 1	116.24	1,427.10	13.0	6.8
Significant Impact?	No	No	No	No

Source: Christopher A. Joseph & Associates, 2008. Calculation sheets are provided in Appendix A.

[6] *The emission factors used in the BAAQMD's localized CO screening procedure are based on EMFAC7G, which is out of date by several years and has been superseded by newer emission factor models, the current version of which is EMFAC2007.*

Operational – Localized Emissions of NOx, CO, PM10, and PM2.5

The average daily emissions associated with stationary and area sources, and motor vehicles operating within the project site have the potential to generate localized emissions of NOx, CO, PM_{10}, and $PM_{2.5}$. The average daily emissions have been calculated assuming that each vehicle would travel a maximum of 0.1 miles within the project site. The results of these calculations for area sources and the internal vehicle trips are shown in Table IV-9. As shown, the average daily emissions generated within the project site would not exceed the applicable operational LSTs for SRA 1. Therefore, this would be a less-than-significant impact. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Table IV-9
Estimated Localized Air Quality Impacts – Operation

Emissions Source	Emissions in Pounds per Day			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Summertime Emissions				
Total Site-Specific Emissions	8.23	65.19	1.22	0.32
SCAQMD LSTs for SRA 1	116.24	1,427.10	3.32	1.90
Significant Impact?	No	No	No	No
Wintertime Emissions				
Total Site-Specific Emissions	9.16	82.90	1.22	0.31
SCAQMD LSTs for SRA 1	116.24	1,427.10	3.33	1.90
Significant Impact?	No	No	No	No

Source: Christopher A. Joseph & Associates, 2007. Calculation sheets are provided in Appendix A.

Operational – Localized Emissions of CO from Motor Vehicles

Maximum future 8-hour and 1-hour CO concentrations with the project were calculated for the intersections included in the project traffic impact analysis that would be most affected by the traffic generated by the proposed project and cumulative development. The results of these calculations are presented in Table IV-10 for representative receptor locations at the roadway edge, and 25 and 50 feet from each roadway.

Table IV-10
Future With Project Localized Carbon Monoxide Concentrations

Intersection	CO Concentrations in Parts Per Million (ppm)					
	Roadway Edge		25 Feet		50 Feet	
	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour
Sunset Boulevard & Western Avenue	6.46	5.02	5.34	4.24	4.91	3.94
Sunset Boulevard & St. Andrews Place	6.28	4.89	5.13	4.09	4.71	3.80
Western Avenue & De Longpre Avenue	5.39	4.27	4.42	3.59	4.10	3.37
Wilton Place & Harold Way	4.47	3.63	3.81	3.17	3.61	3.03

Notes: - National 1-hour standard is 35.0 ppm.
- State 1-hour standard is 20.0 ppm.
- National and State 8-hour standard is 9.0 ppm.
Source: Christopher A. Joseph & Associates, 2008. Calculation sheets are provided in Appendix A.

As shown in Table IV-10, future CO concentrations near these intersections would not exceed the national and State ambient air quality standards for CO. Therefore, implementation of the proposed project and cumulative development would not expose any possible sensitive receptors located in close proximately to these intersections to substantial localized pollutant concentrations, and operational impacts would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

A health risk assessment (HRA) was conducted to evaluate the impacts of annual average diesel exhaust emissions from vehicular sources (specifically heavy-duty, diesel delivery trucks) associated with the proposed project. Using delivery truck traffic estimates calculated form the traffic report, the health risk associated with diesel emission from heavy-duty delivery trucks was analyzed. An air quality dispersion model was used to estimate maximum potential diesel concentrations at receptors surrounding the proposed site. Only the single highest concentration at receptor height was evaluated, it can be assumed that any other receptor will have a risk less then the maximum. The estimated maximum cancer and non-cancer health impacts are summarized in Table IV-11.

Table IV-11
Estimated Health Risks

Maximum Concentration	
Cancer Risk	1.7 in one million
Non-Cancer HI	0.0012
Source: Christopher A Joseph & Associates, June 2008.	

The SCAQMD CEQA guidelines specify that a project is significant if it exposes sensitive receptors to substantial pollutant concentrations, including those resulting in a cancer risk greater than or equal to 10 in a million; and/or a HI (non-cancer effects) greater than or equal to 1.0. The inhalation cancer risk at the maximum exposed receptor is 1.7 in a million. This is below the SCAQMD CEQA significance threshold of 10 in a million. The chronic non-cancer HI at the maximum exposed sensitive receptor is <0.01. This is below the SCAQMD CEQA significance threshold of 1.0. Impacts would therefore be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

e) Would the project create objectionable odors affecting a substantial number of people?

No Impact. A project-related significant adverse effect could occur if construction or operation of the proposed project would result in generation of objectionable odors that would be perceptible in adjacent sensitive areas. Odors are typically associated with industrial projects involving the use of chemicals,

solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The proposed project involves no elements related to industrial projects. Therefore, no impacts associated with objectionable odors would occur. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Cumulative Impacts

Less than Significant Impact. Development of the proposed project in conjunction with the related projects in the project site vicinity would result in an increase in construction and operational emissions in an already urbanized area of the City of Los Angeles. However, cumulative air quality impacts from construction, based on SCAQMD guidelines, are not analyzed in a manner similar to project-specific air quality impacts. 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. Therefore, according to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. Thus, as discussed in Checklist Questions 3(b) and 3(c) above, because the construction-related and operational daily emissions associated with proposed Project would not exceed the SCAQMD's recommended thresholds, these emissions associated with the proposed Project would not be cumulatively considerable. This cumulative air quality impact would be less than significant.

With respect to conformance with the 2007 AQMP, as long as growth in the Basin is within the projections for growth identified by SCAG, implementation of the 2007 AQMP would not be obstructed by such growth and cumulative impacts would be less than significant. As discussed in Checklist Question 3(a) above, the proposed project is consistent with SCAG growth projections. Thus, the proposed project would not have a cumulatively considerable contribution to this impact regarding a potential conflict with or obstruction of the implementation of the applicable air quality plan. Thus, cumulative impacts related to conformance with the 2007 AQMP would be less than significant.

In terms of localized CO impacts, the traffic study for the proposed project contains a list of proposed new projects in the vicinity of the project site. Traffic from these related projects was included in the analysis of local traffic impacts and potential carbon monoxide hotspots that was discussed in Checklist Question 3(d) above. Since future one-hour and eight-hour CO concentrations would be below their respective national and State ambient air standards when the traffic from the proposed project and the other related projects are included in the analysis, impacts of the proposed project in conjunction with related projects would not be cumulatively considerable with respect to localized CO concentrations. Therefore, this cumulative impact would be less than significant.

In addition, significance on a cumulative basis for GHG's is less than significant based on the proposed project's consistency with state, regional and local GHG reduction strategies. In summary, Project construction and operations would result in less than significant cumulative air quality impacts. As such,

no mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

4. BIOLOGICAL RESOURCES

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 regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than Significant Impact with Mitigation. A significant impact would occur if the project was to remove or modify habitat for any species identified as a candidate, sensitive, or special-status in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS). Based on review of available background information pertaining to the biological resources in the vicinity of the project site,[7,8,9] migratory birds are the only sensitive species identified that have potential to occur on the site, although the potential is considered to be low. No other sensitive plant or animal species have the potential to occur on the project site because the site and the surrounding area are located in a highly urbanized area and lack the habitats that typically support these species, such as woodland/forest, dune, salt- and fresh-water marsh, riparian, sage scrub, and/or aquatic habitats.

The existing landscaping trees on and adjacent to the site may serve as stopovers and nesting places for migratory birds, as some of these species are known to occur in urbanized areas. The Migratory Bird Treaty Act (MTBA) is administered by the USFWS and protects most migratory bird species in the United States (includes species that are [1] native *and* [2], belong to families, groups, or species covered by conventions implemented by the MTBA [50 CFR 10.13]), providing that it is unlawful to pursue, hunt, take, capture, kill, possess, sell, purchase, barter, import, export, or transport any migratory bird, or any part, nest, or egg of any such bird, unless authorized under a permit issued by the Secretary of the Interior. Removal of the mature trees along Western Boulevard (or any other trees for project development) could result in mortality, injury, or disturbance of nesting birds, if present. The nesting season is a critical period for the maintenance of bird populations and the physical removal or harm to nests, or disturbance activities that cause birds to abandon an active nest would be in violation of the

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[7] *California Department of Fish and Game. 2008. California Natural Diversity Database(CNDDB) Rarefind [CD-ROM], Wildlife Habitat Data Analysis Branch, California Department of Fish and Game. Sacramento: California.*

[8] *U.S. Fish and Wildlife Service. 2008. Ventura Fish and Wildlife Office, Listed, Proposed, and Candidate Species Which May Occur in Loss Angeles County. Available from http://www.fws.gov/ventura/speciesinfo/spplists/sl_losangeles_co.cfm*

[9] *City of Los Angeles, Department of City Planning. 2001. City of Los Angeles General Plan, Conservation Element. Adopted September 2001.*

MBTA, if the species is protected under the MBTA, and would be considered a significant impact in this analysis.

The following mitigation measures are recommended to avoid adverse effects to nesting birds. Following implementation of the recommended mitigation measures, environmental impacts to nesting birds would be less than significant and no further analysis of this issue in an environmental impact report is necessary.

Mitigation Measures

4-1 Conduct tree removal activities associated with project development during the non-breeding season (in general, September 1st through January 31st); OR

Conduct pre-construction surveys for nesting birds if tree removal activities are to take place during the nesting season (in general, February 1st through August 31st). Pre-construction surveys shall be conducted by a qualified biologist no more than three days prior to the initiation of tree removal activities to confirm presence or absence of active nests. If tree removal activities are delayed, then additional pre-construction surveys shall be conducted such that no more than three days will have lapsed between the survey and tree removal activities.

If no active nests are encountered, no further mitigation would be required following submittal of a survey results letter to the City of Los Angeles. However, if active nests are encountered, species-specific measures shall be prepared by a qualified biologist in coordination with the CDFG and other appropriate agencies, and implemented to prevent the direct loss or abandonment of the active nest.

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. A significant impact would occur if riparian habitat or any other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFG or USFWS were to be adversely modified by the project without adequate mitigation. Riparian habitat and other sensitive communities, such as California Walnut Woodland, Riversidian Alluvial Fan Sage Scrub, Southern Coastal Salt Marsh, Southern Dune Scrub, and Walnut Forest, are documented as occurring in the project vicinity (recorded with the Hollywood [111D] U.S. Geological Survey 7 ½ Minute Quad in the California Natural Diversity Database).[10] However, none of these sensitive communities are present on the project site. The site is located in a highly urbanized area that has been previously developed. For this reason, development of the proposed project would have no impact on riparian habitat or other

[10] *California Department of Fish and Game. 2008. California Natural Diversity Database(CNDDB) Rarefind [CD-ROM], Wildlife Habitat Data Analysis Branch, California Department of Fish and Game. Sacramento: California.*

sensitive natural communities and, therefore, no further analysis of this issue in an environmental impact report is necessary.

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

No Impact. A significant impact would occur if federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA) were removed, filled, or disturbed by other means without adequate mitigation. The project site is located in a highly urbanized area that has been previously developed and does not support wetland habitat.[11] Additionally, a review of the USFWS's National Wetland Inventory identified no wetlands on the project site or in the surrounding area.[12] For these reasons, the development of the proposed project would have no impact on wetlands, as defined by Section 404 of the CWA, and, therefore, no further analysis of this issue in an environmental impact report is necessary.

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. A significant impact would occur if the project would interfere with the movement of fish or wildlife species or remove access to a migratory wildlife corridor or impede the use of native wildlife nursery sites. The project site and the surrounding area are located in a highly urbanized region and lack habitats that facilitate wildlife movement and nursery sites. For these reasons, development of the proposed project would have no impact on any fish or wildlife corridors or nursery sites, and no further analysis of this issue in an environmental impact report is necessary.

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

Less Than Significant Impact. A significant impact would occur if the project is inconsistent with local regulations pertaining to biological resources. Local ordinances protecting biological resources are limited to the City of Los Angeles Protected Tree Ordinance (Ordinance 177,404). The Protected Tree Ordinance provides guidelines for the preservation of all oak trees (*Quercus spp.*) indigenous to California (excluding the scrub oak [*Quercus dumosa*]), as well as the following tree species: Southern California black walnut (*Juglans californica var. californica*); western sycamore (*Platanus racemosa*); and California bay (*Umbellularia californica*).[13] In addition to the Protected Tree Ordinance, it is the

[11] *Review of Google Earth 2008 Aerial Photography and site photographs.*

[12] *U.S. Fish and Wildlife Service. 2008. National Wetlands Inventory, website: http://www.fws.gov.*

[13] *City of Los Angeles. 2006. Ordinance 177,404. Approved March 13, 2006 and effective April 23, 2006.*

City's policy that all mature trees (at least 12-inches in diameter at breast height) that are removed at development sites as part of project implementation be replaced at a 1:1 ratio and the removal of any trees in the public right-of-way be approved by the Board of Public Works.

The project site supports both protected and mature non-protected trees.[14] Tree species found on the site include California bay, Canary Island date palm (*Phoenix canariensis*), Canary Island pine (*Pinus canariensis*), Florida fig (*Ficus florida*), Mexican fan palm (*Washingtonia robusta*), and sweet gum (*Liquidambar styraciflua*).[15] Development of the project would result in the removal of all the trees on the site. However, because removal of these trees would occur in compliance with the City's Protect Tree Ordinance and policy regarding mature non-protected trees, impacts would be less than significant and no further analysis of this issue in an environmental impact report is necessary.

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. A significant impact would occur if the project is inconsistent with resource policies of any conservation plans of the types listed above. The project site and the surrounding area are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, development of the proposed project would have no impact to any draft or adopted habitat conservation plans, and no further analysis of this issue in an environmental impact report is necessary.

Cumulative Impacts

Less Than Significant Impact. Development of the proposed project in combination with the related projects would not result in a cumulatively considerable impact to sensitive biological resources. The proposed project would not result in impacts to sensitive communities or habitats, and the impacts to sensitive species, in particular migratory birds, resulting from the removal of mature trees at the project site, as well as the sites of all the related projects, would be reduced to less than significant with incorporation of mitigation measures, as set forth above, and compliance with the established City procedures, thereby, resulting in less than significant cumulative impacts to sensitive species and mature trees.

[14] *Cummings Curley and Associates, Inc. 2007. Landscape Tree Survey, Sunset Boulevard & Western Avenue. May 1, 2007, included as Appendix B to this Initial Study.*

[15] *Ibid.*

5. CULTURAL RESOURCES

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Less Than Significant Impact. Section 15064.5 of the State CEQA guidelines defines an historical resource as: 1) a resource listed in or determined to be eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources; 2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting the requirements of section 5024.1(g) of the Public Resources Code; or 3) an object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. To be eligible for listing, a property must be at least 50 years of age. Resources less than 50 years of age may be eligible for the California Register if it can be demonstrated that sufficient time has passed to understand their historical importance. A significant adverse effect would occur if the proposed project were to adversely affect a historical resource meeting one of the above definitions. A substantial adverse change in the significance of an historic resource means demolition, destruction, relocation, or alteration of the resource of its immediate surroundings such that the significance of a historical resource would be materially impaired.

As discussed in the *Initial Historic Survey of APN No. 5544029011 (Sunset Boulevard and Western Avenue)* memorandum prepared on October 4, 2007 by Christopher A. Joseph & Associates, included in Appendix C of this Initial Study, an inspection of the project site and project area was completed to determine if the proposed project has the potential to impact historic resources. The site is currently occupied by a surface parking lot and four commercial buildings. Building permit and tax assessor records indicate that the buildings onsite were all constructed in 1973. Therefore, the buildings on the project site are ineligible for historic designation at the federal, state or local level because all are less than 50 years old and possess no apparent architectural or historical significance. As such, no buildings on the project site are historic resources subject to CEQA.

Additionally, a review was completed of inventories on local, state, and national landmarks to identify potential historic resources in the project area. The California Inventory of Historic Resources (CHRIS) was consulted to identify potential historic resources in the project area. The CHRIS includes properties listed and determined eligible for listing in the National Register of Historic Places, listed and determined eligible for listing in the California Register of Historical Resources, California Registered Historical Landmarks, Points of Historical Interest, as well as properties that have been evaluated in historic resource surveys and other planning activities. Hollywood was most recently surveyed for historic resources in 2003 as a part of the Hollywood Redevelopment Plan Update, although the results of the survey were not included in the CHRIS. No potential or listed historic resources were identified adjacent to the project site.

Potential historic resources in the area include the following:

- 1367 and 1370 St. Andrews Place (The Assistance League of Southern California) (see Figure II-9, View 16), located across the street from the project site, south of De Longpre Avenue, are not listed in the CHRIS, but were evaluated in the Hollywood Community Redevelopment Area Update Survey of 2003 as "5S1", indicating the buildings are ineligible for listing in the National Register, but may be eligible for listing under a local ordinance. The buildings are not; however, actually designated as City of Los Angeles Historical-Cultural Monuments.
- St. Andrews Bungalow Court (see Figure II-7, View 12), located at 1513-1544 St. Andrews Place, is listed on the National Register of Historic Places. The Bungalow Court is across Sunset Boulevard from the project site, and slightly north on St. Andrews Place. In the densely urbanized area of East Hollywood, the Bungalow Court is not considered in the immediate vicinity of the project site.
- 1524 Western Avenue is listed as a "5S2" in the CHRIS. This code indicates the property is individually eligible for local listing. 1528 and 1545 Western Avenue are listed in the CHRIS as "6Y", indicating the properties were determined ineligible for listing in the National Register through Section 106 process, but the properties have not been evaluated for listing in the California Register or in a local register. These addresses are located northeast of the project site on Western Avenue, and are not considered in the immediate vicinity of the project site.
- 1500-1600 Serrano Avenue is listed in the CHRIS as a "2D2" indicated the street has been formally determined eligible for the National Register. However, the subject block of Serrano Avenue is located one block east of the project site on Sunset Boulevard, and is not considered in the immediate vicinity of the project site.
- 5208 Sunset Boulevard is listed in the CHRIS as a "5S2", indicating the property is individually eligible for local listing. However, the subject potential historic resource is located four blocks east of the project site on Sunset Boulevard, and is not considered in the immediate vicinity of the project site.

There is no potential for the proposed project to impact any of the aforementioned historic resources or potential historic resources. Most are in the general vicinity, but not directly adjacent to the project site. The nearest potential historic resources are located across the street from the project site and are the buildings associated with the Assistance League at 1367 and 1370 St. Andrews Place; however, their potential eligibility for designation under the local ordinance would not be affected by the proposed project. They are not a part of the proposed project and would not be demolished, altered, or moved as a result of implementation the project. Their setting would not be significantly altered as the proposed project is replacing an existing shopping center. As such, impacts would be less than significant and no further analysis of this issue is necessary in an environmental impact report.

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

Less Than Significant Impact With Mitigation. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources which meet the criteria for historical resources,

as discussed above, or which constitute unique archaeological resources. A significant impact could occur if the project were to affect archaeological resources that fall under either of these categories.

Based on a review of City of Los Angeles Environmental Hazard Maps, the project site and immediately surrounding areas do not contain any known archaeological sites or archaeological survey areas.[16] In addition, the proposed project is located in a highly urbanized area of the City of Los Angeles and has been subject to past disturbance, including the construction of existing on-site commercial areas. Any archaeological resources that may have existed near the site surface are likely to have been disturbed or previously removed. However, the proposed project may result in deeper excavations than previously performed on the site. As such, the possibility exists that deeper lying archeological artifacts may be present that were not recovered during prior construction or other human activity. While the uncovering of notable resources is not anticipated, the following mitigation measure is included to ensure that any potential impact to a previously unknown archaeological resource is reduced to a less than significant level. Thus, it is anticipated that via compliance with existing regulations and the implementation of the identified mitigation measure, the proposed project impacts on any previously undiscovered archaeological resources would be less than significant. No additional mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Mitigation Measure

5-1 If unknown archaeological materials are discovered during any grading or construction activity, work in the affected area shall stop and the contractor shall immediately notify the Applicant and the City of Los Angeles. An archaeologist shall be consulted to determine the significance of the discovered artifact(s) and, if necessary, formulate a mitigation plan. Work can resume in the affected area, only with the approval of the archaeologist.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact With Mitigation. A significant impact could occur if grading or excavation activities associated with the proposed project would disturb paleontological resources or geologic features which presently exist within the project site. No unique geologic features are located on the project site, which is entirely developed with existing commercial uses and associated parking. Based on a review of City of Los Angeles Environmental Hazard Maps, the project site and immediate surrounding areas do not contain any known vertebrate paleontological resources.[17] However, the proposed project may result in deeper excavations than previously performed, and as such, the possibility exists that deeper lying paleontological artifacts that were not recovered during prior construction or

[16] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles, September 1996.*

[17] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Vertebrate Paleontological Resources in the City of Los Angeles, September 1996.*

other human activity may be present. As a result, the project could uncover a unique paleontological resource or unique geologic feature. While the uncovering of notable resources is not anticipated, to be conservative, the following mitigation measure is proposed. Thus, it is anticipated that via compliance with existing regulations and the implementation of the identified mitigation measure below, project impacts to any previously undiscovered paleontological resources would be less than significant. Additionally, no unique geologic features are anticipated to be encountered during project construction. Therefore, the project would not directly or indirectly destroy a unique geologic feature and no impacts would occur. No additional mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Mitigation Measures

5-2 If paleontological materials are discovered during any grading or construction activity, work in the affected area shall stop and the contractor shall immediately notify the Applicant and the City of Los Angeles. A paleontologist shall be consulted to determine the significance of the discovered fossil materials and, if necessary, formulate a mitigation plan. Work can resume in the affected area, only with the approval of the paleontologist.

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

Less Than Significant Impact. A significant adverse impact could occur if grading or excavation activities associated with a project were to disturb previously interred human remains. Although no human remains are known to have been found on the project site, it is possible that unknown resources could be encountered during project construction, particularly during ground-disturbing activities such as excavation and grading. However, as required by state law, if human remains are discovered at the project site during construction, work at the specific construction site at which the remains have been uncovered shall be suspended, and the City of Los Angeles Public Works Department and County coroner shall be immediately notified. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission shall be notified within 24 hours, and the guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains. Through compliance with these established procedures, project impacts to unknown human remains would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Cumulative Impacts

Less Than Significant Impact. Impacts related to cultural resources are site-specific and as such, are assessed on a site-by-site basis. As discussed previously, Mitigation Measures 5-1 and 5-2 are recommended to ensure the project does not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines and that the project does not directly or indirectly destroy a unique paleontological resource. It is anticipated that comparable measures and compliance with existing regulations would be incorporated into the approval of each

related project. Additionally, as discussed above, the proposed project would not result in any impacts to historic resources. As such, cumulative impacts to cultural resources would be less than significant.

6. GEOLOGY AND SOILS

The following analysis is based upon the Summary of Geotechnical Feasibility Evaluation (Geotechnical Study), prepared by Moore Twining Associates, Inc., March 15, 2007. A copy of the Geotechnical Study is provided in Appendix D.

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

Less Than Significant Impact. A significant impact may occur if a project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. The project site is located in the seismically active region of southern California. Numerous active and potentially active faults with surface expressions (fault traces) have been mapped adjacent to, within, and beneath the City of Los Angles. The criteria for these major groups are based on criteria established by the California Department of Conservation, California Division of Mines and Geology (CDMG) (now called the California Geological Survey [CGS]) for the Alquist-Priolo Earthquake Fault Zoning Program. By definition, an active fault is one that shows evidence of surface displacement within Holocene time (about the last 11,000 years). A potentially active fault is one that has demonstrated surface displacement within the Quaternary age deposits (about the last 1.6 million years). Inactive faults show no signs of surface displacement within the last 1.6 million years. The fault closest to the project site is the Santa Monica Fault. This fault is located approximately .8 miles north of the project site and is potentially active. In addition, the Hollywood fault is located approximately 1.1 miles north of the project site. An Alquist-Priolo Fault Rupture Study Area has been established for the Hollywood Fault, surrounding it approximately one-eighth of one mile on either side.[18] The Hollywood Fault is considered active by the State Geologist and the City of Los Angeles considers it active for planning purposes.

According to the City of Los Angeles Safety Element of the General Plan, the project site is not located with an Alquist-Priolo Earthquake Fault Zone, and no fault trace of any known active or potentially active fault passes through it.[19] Therefore, the proposed project would not expose people or structures to

[18] *City of Los Angeles, Department of City Planning, General Plan of the City of Los Angeles, Safety Element, Exhibit A, Alquist-Priolo Special Study Zones & Fault Rupture Study Areas in the City of Los Angeles, March 1994.*

[19] *Ibid.*

potential substantial adverse effects, including the risk of loss, injury, or death involving 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. In addition, the City of Los Angeles Uniform Building Code (UBC), upgraded since the 1994 Northridge Earthquake, contains construction requirements to ensure that habitable structures are built to a level of acceptable seismic risk. The project would be constructed in conformance with the UBC. Therefore, impacts related to potential ground rupture would be less than significant and no mitigation measures are required. No further analysis of this issue in an environmental impact report is necessary.

(ii) Strong seismic ground shaking?

Less than Significant Impact. A significant impact may occur if the proposed project represents 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 other locations in southern California. As with all properties in the seismically active southern California region, the project site is susceptible to ground shaking during a seismic event. The site is designated under the 2001 California Building Code as located within seismic zone 4. This is the zone with the highest seismic hazard, and is rated as having a 10 percent chance that an earthquake with an active peak acceleration level of 0.4g (4/10 the acceleration of gravity) will occur within the next 50 years. However, potential impacts from seismic ground shaking are present throughout southern California and impacts at the project site would be comparable in intensity with large parts of the City of Los Angeles and the region.

Development of the proposed project would expose future users of the site to moderate to strong seismic ground-shaking during an earthquake that could damage the proposed buildings, parking areas, and utility infrastructure. However, the California Building Code requires that structures be designed and built to minimize seismic risks. Table IV-12 contains a summary of the Seismic Coefficients related to the site, based on the 2001 California Building Code. The project applicant would be required to comply with the most recently adopted 2007 California Building Code (based on the 2006 International Building Code), and construct the project to comply with existing codes thereby reducing seismic risks to an acceptable level. Additionally, the project would implement all recommendations provided in site-specific geotechnical investigations, as applicable. Therefore, with compliance with existing regulations and implementation of applicable site-specific geotechnical recommendations, the proposed project would have a less than significant impact with regard to seismic ground shaking. Therefore, no mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Table IV-12
CBC Seismic Design Parameters for the Project

Parameter	Value
Fault Type	B
Seismic Zone Factor, Z	0.4
Soil Profile Type	S_D

Near Source Acceleration Factor, Na	1.3
Near Source Velocity Factor, NV	1.6
Seismic Acceleration Coefficient, Ca	0.57
Seismic Velocity Coefficient, CV	1.02
Source: Moore Twining Associates, Inc., March, 2007. Design features applicable to these conditions are provided in Appendix D.	

(iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. A significant impact may occur if the proposed project is located in an area identified as having a high risk of liquefaction and mitigation measures required within such designated areas are not incorporated into the project. Liquefaction is the process in which saturated, silty to cohesionless soils below the groundwater table temporarily lose strength during strong ground shaking as a consequence of increased pore pressure during conditions such as those caused by earthquakes. The vast majority of liquefaction hazards are associated with sandy soils and silty soils of low plasticity. Potentially liquefiable soils must be saturated or nearly saturated to be susceptible to liquefaction. Significant factors that affect liquefaction include water level, soil type, particulate size and gradation, relative density, confining pressure, intensity of shaking, and duration of shaking. Liquefaction potential has been found to be the greatest where the groundwater level is shallow and submerged loose, fine sands occur within a depth of about 50 feet or less. Liquefaction potential decreases with increasing grain size and clay and gravel content, but increases as the ground acceleration and duration of shaking increase. Liquefaction is therefore more likely to occur in sand dune areas. Structures founded on or above potentially liquefiable soils may experience bearing capacity failures due to the temporary loss of foundation support, vertical settlements (both total and differential), and undergo lateral spreading.

Soils at the project site include fill and other materials consisting of medium to very stiff clays and sandy clays from near the ground surface to 10 to 20 feet below ground surface (bgs). Beneath theses clays, soils generally consist of various interbedded layers of silty sands and lean clays.

According to the Safety Element of the General Plan of the City of Los Angeles, the project site is in a liquefiable area.[20] However, liquefaction and seismic settlement analyses were conducted based on soil properties identified by test borings and laboratory testing. The analysis was based on groundwater depths of 40 feet bgs, an earthquake magnitude of 6.5, and an average peak ground acceleration of 0.70g. The results of these analyses indicated that the subsurface soils encountered were not subject to liquefaction below the groundwater elevation.[21] Therefore, the potential for liquefaction is considered low, the proposed project would not be considered prone to liquefaction, and impacts would be less than

[20] *City of Los Angeles, Department of City Planning, General Plan of the City of Los Angeles, Safety Element, Exhibit B, Areas Susceptible to Liquefaction, October 1993.*

[21] *Moore Twining Associates, Inc., Summary of Preliminary Geotechnical Feasibility Evaluation Proposed Target Store and Retail Space SWC of Sunset Boulevard and Western Avenue Hollywood, California, March 15, 2007.*

significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Additionally, seismic settlement can occur in saturated and unsaturated, loose, and unconsolidated materials. Although the amount of settlement is anticipated to be minimal (¾ to 1¼ inches of total settlement and 5/8 inches in 30 feet of differential settlement), this settlement needs to be incorporated into project design to minimize potential impacts. The project would implement all of the site-specific requirements identified in the Geotechnical Study (see Appendix D to this document). With incorporation of these site-specific requirements, seismic settlement impacts would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

(iv) Landslides?

Less Than Significant Impact. A project related significant adverse effect may occur if a project site is located in a hillside area with soil conditions that would suggest a high potential for sliding. A landslide area, as identified by the State of California, is an area that is located in the general area of sites that possess the potential for earthquake-induced rock falls, slope failure, and debris flow. The project site is located approximately one mile south of the Hollywood Hills, but is not located immediately adjacent to any mountains or steep slopes. The project site is not located within any landslide areas mapped in the available public geologic maps.[22] Further, according to the Safety Element of the General Plan of the City of Los Angeles, the project site is not within a Landslide Inventory or Hillside areas.[23] Lands specified as hillside are identified to be located in or in close proximity to a hillside mountainous area and are subject to developmental regulations relating to guidelines required to mitigate hillside area hazards. The project site is not located in a hillside area and is therefore not subject to the Hillside Ordinance. The project site is located in an area that is topographically flat, sloping gently toward the south-southwest, no hillsides exist on or near the site, and there is no potential for landslides to occur on or near the site. Therefore, the project would not expose people or structures to potential substantial adverse effects involving landslides and impacts would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. A significant impact may occur if a project exposes large areas to the erosional effects of wind or water for a protracted period of time. During construction, grading and excavation would expose minimal amounts of soil for a limited time, allowing for possible erosion.

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[22] *State of California, Department of Conservation, Seismic Hazard Zones Maps: State of California Seismic Hazard Zones, Hollywood Quadrangle, March 25, 1999, website: http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_holly.pdf*

[23] *City of Los Angeles, Department of City Planning, General Plan of the City of Los Angeles, Safety Element, Exhibit C, Landslide Inventory & Hillside Areas, June 1994.*

However, due to the temporary nature of the soil exposure during the grading and excavation processes, substantial erosion would not occur. The project site is relatively flat and excavation of the project site would be limited to that necessary for the installation of foundations and utilities. All grading activities require grading permits and haul route approval from the Los Angeles Department of Building and Safety, which include requirements and standards designed to limit potential impacts to acceptable levels. In addition, on-site grading and site preparation must comply with all applicable provisions of Chapter IX, Division 70 of the Los Angeles Municipal Code, which addresses grading, excavations, and fills.

The majority of the area surrounding the project site is completely developed and would not be susceptible to indirect erosional processes (e.g., uncontrolled runoff) caused by the proposed project. During construction, the proposed project would be required to prevent the transport of sediments from the project site by stormwater runoff and winds through the use of appropriate Best Management Practices (BMPs). These BMPs will be detailed in a Stormwater Pollution Prevent Program (SWPPP), which must be acceptable to the City Engineer and in compliance with the latest National Pollutant Discharge Elimination System (NPDES) Stormwater Regulations.

Long-term operation of the proposed project would not result in substantial soil erosion or loss of topsoil as the majority of the project site would be covered by the structure and paving, while the remaining of the project site would be covered with irrigated landscaping. No exposed areas subject to erosion would be created or affected by the proposed project.

With implementation of the applicable grading and building permit requirements and the implementation of applicable BMPs, less-than-significant impacts would occur related to erosion or loss of topsoil. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary. Further discussion of erosion as it relates to surface water quality is provided in Section 8, Hydrology and Water Quality.

c) Would the project 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?

Less Than Significant Impact. A significant impact may occur if a project is built in an unstable area without proper site preparation or design features to provide adequate foundations for proposed buildings, thus posing a hazard to life and property. Potential impacts with respect to liquefaction and landslide potential were determined to be less than significant based on the analysis presented in Sections 6(a)(iii) and (iv), above. With respect to lateral spreading, subsidence, or collapse, construction would comply with the City of Los Angeles UBC, which is designed to assure safe construction and includes building foundation requirements appropriate to the conditions present at the project site. Additionally, the Geotechnical Report prepared for the project has identified construction and building requirements. The project would comply with existing regulations, and would implement all site-specific requirements identified in the Geotechnical Study (see Appendix D to this document). Therefore, impacts associated with lateral spreading, subsidence, or collapse would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

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

Less than Significant Impact. A significant impact may occur if the project is built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils are clay-based soils that tend to expand (increase in volume) as they absorb water and shrink (lessen in volume) as water is drawn away. If soils consist of expansive clays, foundation movement and/or damage can occur if wetting and drying of the clay does not occur uniformly across the entire area. The near surface clays on site have an expansion index of 80 indicating a medium potential for expansion.[24] However, construction of the proposed project would be required to comply with the City of Los Angeles UBC and the 2007 California Building Code, which include building foundation requirements appropriate to site-specific conditions. The UBC mandates that special foundation design consideration be employed if the Expansion Index is 20, or greater (UBC Table 18-1-B). Therefore, because the project site has an expansion index of 80, which exceeds the expansion index of 20 identified by the UBC, the project would utilize alternate foundation systems such as drilled pier and gradebeam systems or driven piles and structural gradebeam systems. With compliance with existing regulations and implementation of all site-specific requirements identified in the Geotechnical Study (see Appendix D to this document), impacts associated with expansive soils would be less than significant and no further analysis of this issue in an environmental impact report is necessary.

e) Would the project 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. Wastewater generated by the proposed project would be accommodated by the existing City sewer infrastructure. As such, the project would not use septic tanks. Therefore, whether the project would have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems is not applicable to the project. No impact would occur and no mitigation measures are required. No further analysis of this issue in an environmental impact report is necessary.

Cumulative Impacts

Less Than Significant Impact. Geotechnical impacts related to future development in the City would involve hazards related to site-specific soil conditions, erosion, and ground-shaking during earthquakes. The impacts on each site would be specific to that site and its users and would not be common or contribute to (or shared with, in an additive sense) the impacts on other sites. In addition, development on each site would be subject to uniform site development and construction standards that are designed to

[24] *Moore Twining Associates, Inc., Summary of Preliminary Geotechnical Feasibility Evaluation Proposed Target Store and Retail Space SWC of Sunset Boulevard and Western Avenue Hollywood, California, March 15, 2007.*

protect public safety. Therefore, cumulative impacts related to geology and soils would be less than significant.

7. HAZARDS AND HAZARDOUS MATERIALS

The following analysis is based upon the Phase I Environmental Site Assessment (Phase I ESA), prepared by Kleinfelder West, Inc., April 4, 2007. A copy of the Phase I ESA is provided in Appendix E.

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

Less Than Significant Impact. A significant impact may occur if a project involves the use or disposal of hazardous materials as part of its routine operations and would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. Project construction activities may increase the use of typical construction materials, including paints, cleaning materials, and vehicle fuels, which may be hazardous if not properly transported, used, or disposed of. The use of these materials would be short term and would occur in accordance with standard construction practices and manufacturer guidelines. Construction activities would, therefore, not create a hazard to the public or environment through the routine transport, use, or disposal of hazardous materials and impacts would be less than significant.

The proposed project consists of the development of commercial retail uses including a Target store, retail/restaurant buildings, and a parking structure containing two levels of parking. Due to the retail nature of the proposed project, a variety of products would be transported to and exist on site to be offered for sale. Such products would only be considered hazardous if used inappropriately or if exposed to unfavorable conditions. The types of potentially hazardous materials associated with operation of the proposed project include solvents, paints, petroleum products, and pesticides that are packaged and stored for consumer sales. Furthermore, materials would be used for facility upkeep that could be considered hazardous if used inappropriately. Such materials include cleaning solvents used for janitorial purposes, materials used for landscaping, and materials used for maintenance. Examples of such materials include but are not limited to lacquer thinner, chemicals for weed control, and glass cleaners. However, all potentially hazardous materials transported, stored, offered for sale, or used on site for daily upkeep would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. With compliance with existing local, State, and federal regulations, the transport, storage and sale of these materials would not pose a significant hazard to the public or the environment. Therefore, project impacts related to this issue would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

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

Less Than Significant Impact With Mitigation. A significant impact may occur if a project were to accidentally release hazardous materials into the environmental during its construction and/or operation. The proposed project involves the demolition of commercial land uses and associated parking as well as an electrical substation. Due to the construction date (approximately 1973) and existing age of the structures on the project site, the potential for encountering asbestos containing materials (ACM) and lead-based paint (LBP) during project demolition activities exists. Consequently, construction of the project may result in the demolition and removal of areas containing ACMs and/or LBP. In addition, demolition of the proposed project may result in the removal of polychlorinated biphenyls (PCBs).

Asbestos-Containing Materials (ACMs)

Building materials containing asbestos were commonly used in structures between 1945 and 1980. These materials include vinyl flooring and mastic, wallboard and associated joint compound, plaster, stucco, acoustic ceiling spray, ceiling titles, heating systems components, and roofing materials. Airborne particles of asbestos have been found to be hazardous to human health. The Occupational Safety and Health Administration (OSHA) defines ACMs as those materials that contain more than one percent asbestos.

Based on the construction date of the on-site buildings (approximately 1973), ACMs are suspected to be present. Prior to the demolition of the existing on-site uses, Mitigation Measure 7-1 would be implemented. The Applicant would conduct surveys of all on-site structures and facilities to verify the presence or absence of ACMs and conduct remediation or abatement before any disturbance occurs. Mandatory compliance with applicable federal and state standards and procedures would, therefore, reduce risks associated with ACMs to acceptable levels. Therefore, significant impacts associated with an exposure to ACMs during construction would be less than significant.

Lead-Based Paint (LBP)

Lead-based paint (LBP) is considered a health hazard for people, especially children. From the turn of the century through the 1940's paint manufacturers used lead as a primary ingredient in many oil-based paints. Use of lead in paint decreased, but was still used until 1978 when it was banned from residential use. California law requires that all residential buildings constructed on or before January 1, 1979 or schools constructed on or before January 1993 to be presumed to contain lead-based paint. Structures (residential, commercial, or industrial) are affected by lead based paint regulations if remolding, renovations, or demolition activities would disturb lead-based pain surfaces. Based on the construction date of the on-site buildings (approximately 1973), LBP is suspected to be present. Prior to the demolition of the existing on-site uses, Mitigation Measure 7-1 would be implemented. The Applicant would conduct surveys of all on-site structures and facilities to verify the presence or absence of LBP and conduct remediation or abatement before any disturbance occurs. Mandatory compliance with applicable federal and state standards and procedures would, therefore, reduce risks associated with LBP to

acceptable levels. Therefore, significant impacts associated with an exposure to LBP during construction would be less than significant.

Polychlorinated Biphenyls (PCBs)

Polychlorinated biphenyls (PCBs) are mixtures of chlorinated compounds, which can exist as vapor, oily liquids, or solids. PCBs have been used as coolants and lubricants in transformers and other electrical equipment because they do not burn easily and are good insulators. When PCBs leak into the air, water, and soil they can result in skin rashes and liver damage in humans. PCBs are also probable human carcinogens. In 1977, the U.S. government banned the production of PCBs.

According to the Phase I ESA, two pad-mounted transformers were located on the southeast portion of the project site. The transformers are owned and operated by the LADWP. No staining or leaking was observed on or in the vicinity of the two pad-mounted transformers during site reconnaissance completed on February 15, 2007 (as described in the Phase I ESA provided in Appendix E). Additionally, a request to LADWP for information regarding the potential presence of PCB's indicated that PCBs were not detected as a result of testing completed on December 31, 1999.

Older light ballasts associated with fluorescent light fixtures were typically manufactured with fluids containing PCBs. Newer light ballasts (post 1969) were typically manufactured free of PCBs and will generally be labeled "No PCBs." Based on the construction date of the on-site building (approximately early 1973), the presence of PCBs is unlikely. Additionally, as noted, the transformers were tested for PCBs on December 31, 1999, at which time no PCBs were detected. Therefore, no PCBs are anticipated to be encountered on site and impacts associated with PCBs would be less than significant.

Underground Storage Tanks (USTs) and Aboveground Storage Tanks (ASTs)

A post office is located south of the site across De Longpre Avenue, but is considered adjoining per the American Society for Testing and Materials (ASTM) Standard. This facility reportedly has three USTs, including a 600-gallon waste oil UST, a 500-gallon gasoline UST, and a 10,000-gallon gasoline UST. However, because these UST's are not located directly on site they would not pose any substantial potential for accident conditions involving the release of hazardous materials directly from the site. Therefore, impacts associated with risk of upset of USTs and ASTs would be less than significant.

Other Conditions

The project site is not located within a Methane Zone,[25] a Los Angeles City Oilfield and/or Oil Drilling Area,[26] or within an area with a high potential for Indoor Radon Levels.[27] As such, there is no potential

[25] *City of Los Angeles, Department of Planning Zoning and Information Map Access System, Website: http://zimas.lacity.org, May 14, 2008.*

[26] *City of Los Angeles, Department of City Planning General Plan, Safety Element, Exhibit E, Oil Field & Oil Drilling Areas in the City of Los Angeles, May 1994.*

for a methane hazard at the site and elevated radon gas levels are not considered a concern for the project site and the immediate project vicinity. Therefore, impacts associated with these other conditions would be less than significant.

Operating Conditions

As stated in Section 7(a), during operation of the proposed project, due to the retail nature of the proposed uses, a variety of products would be transported to and exist on site to be offered for sale. Furthermore, materials would be used for facility upkeep that could be considered hazardous. Such products would only create a significant hazard to the public or the environment if used inappropriately or if exposed to unfavorable conditions. However, all potentially hazardous materials transported, stored, offered for sale, or used on site for daily upkeep would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. With compliance with existing local, State, and federal regulations, and implementation of common sense good housekeeping practices to ensure the proper handling, storage, and transport of these items, the transport, storage and sale of potentially hazardous materials would not pose a significant hazard to the public or the environment. Therefore, significant impacts associated with an exposure to potentially hazardous materials during the operation of the proposed project would not occur.

With incorporation of the following mitigation measure and compliance with applicable federal and state standards and procedures, impacts would be less than significant. No further analysis of this issue in an environmental impact report is necessary.

Mitigation Measures

7-1. The Applicant shall conduct ACM and LBP surveys on all buildings and associated infrastructure scheduled for demolition. If asbestos and/or lead-based paint are detected, they shall be abated and removed in accordance with all applicable federal, state, and local regulations and in accordance with the SCAQMD.

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. A project related significant adverse effect may occur if the project site is located within one-quarter mile of an existing or proposed school site, and is projected to release toxic emissions, which would pose a health hazard beyond regulatory thresholds. Helen Bernstein High School is located at 1309 N. Wilton Place, approximately 0.18 miles southwest of the project site. Grant Elementary School is located at 1530 N. Wilton Place, approximately 0.19 miles northwest of the project

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[27] *California Geological Survey, Department of Conservation, Radon Potential Zone Map for Los Angeles County, California, January, 2005, website: www.conservation.ca.gov/cgs/minerals/hazardous_minerals/radon/Documents/SR182Map.pdf.*

site. There are no other schools within 0.25 miles of the project site. However, the Assistance League of Southern California's Learning Center for Young Children and Children's Club is also located within 0.25 miles of the project site. As the proposed project will comply with all standards, regulations, good housekeeping practices, and mitigation measures as discussed above in question 7(a), it is not anticipated to emit any hazardous emissions and construction and operation of the project are not expected to adversely affect Grant Elementary School or the Assistance League of Southern California facilities. Therefore, a less than significant impact would occur and no further analysis of this issue in an environmental impact report is necessary.

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

Less Than Significant Impact With Mitigation. California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste and submit such information to the Secretary of Environmental Protection on at least an annual basis. A significant impact may occur if a project site is included on any of the above referred to lists and therefore would pose an environmental hazard to surrounding sensitive uses.

A review of the most current databases and files from federal and state environmental regulatory agencies as well as local entities was conducted to identify use, generation, storage, treatment or disposal of hazardous materials and chemicals, or release incidents of such materials, which may impact the proposed project site. A summary of the federal, state and local agency database findings are presented in Table IV-13 below.

Table IV-13
Summary of Federal and State Agency Database Findings

Regulatory Database	Approx Minimum Search Distance Including Project Site	Site Listed	No. of Area Sites Listed
Federal Records			
Federal National Priority List (NPL)	1 miles	No	0
Federal Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) List	.5 miles	No	0
Federal CERCLIS No Further Remedial Action Planned (NFRAP)	Property and Adjacent	No	0
Federal Resource Conservation and Recovery Act (RCRA) for Treatment, Storage and Disposal (TSD) Facilities	.5 miles	No	0
Federal RCRA Corrective Action Facilities (CORRACTS)	1 miles	No	0
Federal RCRA Generator (GEN) – includes Large Quantity (LQG) and Small Quantity (SQG) Generators	Property and Adjacent	No	1
Federal Emergency Response Notification System (ERNS) list	Property	No	0
Facility Index System/Facility Identification Initiative Program	Property	No	0

Table IV-13 (Continued)
Summary of Federal and State Agency Database Findings

Regulatory Database	Approx Minimum Search Distance Including Project Site	Site Listed	No. of Area Sites Listed
Summary (FINDS)			
Federal Insecticide Fungicide Rodenticide Toxic Act (FIFRA) / Toxic Substances Control Act (TSCA) Tracking System (FTTS)	Property	No	0
US Brownfields	.5 miles	No	0
State Records			
Aboveground Petroleum Storage Tank Facility (AST)	Property	No	0
California Bond Expenditure Plan (BEP)	1 miles	No	0
California Hazardous Waste Facilities (HIST Cal-Sites)	1 miles	No	0
California Spills, Leaks, Investigations, and Cleanups (CA SLIC)	.5 miles	No	1
Voluntary Clean-up Program (VCP)	.5 miles	No	0
Statewide Environmental Evaluation and Planning System (SWEEPS)	Property and Adjacent	No	1
California Waste Discharge System (CA WDS)	Property	No	0
California Hazardous Material Incident Report System (CHMIRS)	Property and Adjacent	No	0
Envirostor	1 miles	No	8
HAZNET	Property	Yes	1
Notify 65	1 miles	No	0
State Leaking Underground Storage Tanks (LUST)	.5 miles	No	11
Toxic Pits	1 miles	No	0
Solid Waste Information System (SWIS)/Waste Management Unit Database (WMUD)	.5 miles	No	0
State of California OPR (CORTESE/CS)	.5 miles	No	8
State of California Solid Waste and Recycling Facilities (SWRCY)	.5 miles	Yes	3
State Registered Underground Storage Tanks (UST); California Facility Inventory Database (CA FID UST); Historical UST (HIST UST)	Property and Adjacent	No	2
Oil and Gas Wells (OGW)	Property	No	0
Tribal Records			
Indian UST	Property and Adjacent	No	0
Indian LUST	.5 miles	No	0
EDR Proprietary Historical Records			
Historical Auto Stations	Property and Adjacent	No	3
Historical Cleaners	Property and Adjacent	No	3
Local Records			
Dry Cleaners	Property and Adjacent	No	0
Emissions Inventory Database (EMI)	Property	No	0
Los Angeles County Hazardous Materials System (HMS)	Property	No	0
Response	1 miles	No	0
School Sites Being Evaluated for Hazardous Material Contamination (SCH)	Property and Adjacent	No	0
Site Mitigation	Property	No	0

Source: Kleinfelder, 2007.

Federal Lists

The federal environmental databases were reviewed to obtain information pertaining to the site and properties within the listed approximate search distance. These databases are maintained by the United States Environmental Protection Agency (USEPA). The project site was not identified in any of the federal environmental databases. One site was identified in the project vicinity as being listed on the RCRA-GEN database. The listing is associated with the Home Depot located immediately west of the project site. No violations were identified. Therefore, impacts associated with federal lists would be less than significant.

State and Historic Lists

The state environmental databases were reviewed to obtain information pertaining to the site and properties within the listed minimum search distance of the site. The project site was listed on two identified databases. The first listing is associated with the recycling facility located on the project site listed on the SWRCY. The SWRCY is a listing of solid waste recycling facilities in California. The on-site recycling facility became certified as a recycling facility on September 9, 2002 and is listed as currently in operation. Aluminum, glass, and plastic beverage containers are recycled at the on-site recycling facility. Based on this information, the listing of the project site on the SWRCY is not indicative of a recognized environmental condition affecting the site and impacts would be less than significant.

The project site is also listed on the HAZNET. This database is extracted from the copies of hazardous waste manifests received each year by the Department of Toxic Substances Control (DTSC). A SavOn Drug Store previously located on site is listed as disposing, at three different times, approximately 0.04 to 0.15 tons of alkaline solution, without metals and with a pH greater than 12.5, at a transfer station. This waste disposal is apparently related to waste produced from a silver recovery system at the site that is associated with photograph developing. The SavOn Drugstore is also listed for disposing, at two different times, approximately 14 tons and 27 tons of asbestos-containing waste. The waste was reportedly disposed of at an off-site landfill. However, this listing does not represent a recognized environmental condition, and impacts associated with this listing would be less than significant.

Additionally, one RCRA-Gen site, one CA SLIC site, one SWEEPS site, one CA WDS facility site, eight ENVIROSTOR site, two HAZNET sites, 11 LUST sites, eight CORTESE sites, three SWRCY sites, one CA FID site, and one HIST UST were located within the specified ASTM search distance of the project site. Of the aforementioned sites that appeared within the ASTM search distance of the site, only the United States Postal Service (USPS) Los Angeles North Vehicle Maintenance Facility would represent a potential recognized environmental condition to the site. The remaining sites would not result in a significant impact.

The USPS located at 1375 North Western Avenue is an off-site facility listed in the SWEEPS database, the CORTESE database, CA FID, HIST UST database, and the LUST list. Although this facility is located south of the project site beyond De Longpre Avenue (see Figure II-9, View 17), it is considered adjoining to the project site by the ASTM Standard. The SWEEPS database is no longer maintained or

updated. The CORTESE database identifies public drinking water wells with detectable levels of contamination, hazardous substance facilities selected for remedial action, facilities with known toxic material identified through the abandoned site assessment program, facilities with USTs having a reportable release, and solid waste disposal facilities from which there is a known migration. CA FID contains active and inactive UST locations. The HIST UST database identifies historical registered USTs. This USPS facility is listed as having three USTs, including a 600-gallon waste oil UST, a 500-gallon gasoline UST, and a 10,000-gallon gasoline UST. A release of gasoline was reported at this facility on January 1, 1900, which affected groundwater. Groundwater was tested for the presence of methyl tert-butyl ether (MTBE) and a maximum concentration of 47 micrograms per liter (µg/L) was detected. The case was closed by the LARWQCB on February 9, 2000. Although this case is considered closed by the regulatory agency and it appears to be hydrogeologically down-gradient from the site, based on its proximity to the site, the facility is considered to be an environmental concern and potential recognized environmental condition affecting the site. Implementation of Mitigation Measure 7-2 would reduce impacts associated with the USPS facility and contaminated groundwater to a less than significant level.

Additional Environmental Database Record searches were conducted including a historical database search that lists facilities based on surrounding addresses in historical business directories. Based on the addresses listed in the databases, three historical dry cleaners, that may have used chlorinated solvents for dry cleaning, and four historical auto stations were listed as off-site facilities that represent a potential recognized environmental condition to the site. Implementation of Mitigation Measure 7-2 would reduce any potential impacts associated with historical dry cleaners and/or auto stations to a less than significant level.

Other Agencies

Other environmental record sources were also reviewed from the SCAQMD, the Los Angeles Regional Water Quality Control Board (RWQCB), the City of Los Angeles Fire Department (LAFD), the County Sanitation Districts of Los Angeles County, the County of Los Angeles Department of Public Health, the City of Los Angeles Department of Building and Safety (LADBS), the Department of Toxic Substances Control (DTSC), the California State Fire Marshal, and the LADWP.

A LAFD records search did indicate that a permit for hazardous substances was issued for a facility on the project site in 2005. However, the hazardous substances in question consisted of new containers, which were sold as retail, therefore, not representing a likely recognized environmental condition to the site. A review of the LADBS building permits provided for the historical and current site addresses did reveal a former on-site oil house/boiler house, paint house, and laboratory used for film developing, printing, polishing, cutting, and drying on site that represent a potential recognized environmental condition to the site. Implementation of Mitigation Measure 7-2 would reduce any potential impacts associated with historical on-site land uses to a less than significant level.

Not withstanding the aforementioned items, in all other cases no violations were reported and/or no deleterious records were found indicating hazardous substances and materials located on the project site.

Site Reconnaissance

No evidence of the use of any aboveground (ASTs) or underground storage tanks (USTs) was observed on the project site during site reconnaissance on February15, 2007. A LADWP electrical transformer substation (Transformer Substation 15-1876) is located on the southeast portion of the site. Two pad-mounted transformers were observed adjacent to the east of the substation. No staining or leaking was observed in the vicinity of the two pad-mounted transformers. During site reconnaissance, none of the following were found on the project site:

- foul odors or chemical or oil smells,
- pools of liquid, surface pits, ponds or lagoons,
- industrial waste treatment equipment,
- chemical storage areas or chemical mixing areas,
- drums or containers, where contents and origin is unknown,
- discolored soil or water,
- stressed vegetation,
- hazardous substances,
- petroleum products use, storage and disposal, and
- below-grade vaults, sumps, or clarifiers.

As noted, although the project site is listed in two of the databases listed in Table IV-13, these facilities do not represent a potential recognized environmental condition to the site and impacts would be less than significant. The USPS facility as well as historical on- and off-site land uses do represent potential recognized environmental conditions to the site and have the potential to result in significant impacts. Implementation of Mitigation Measure 7-2 would reduce any potential impacts to a less than significant level. Therefore, the project is not anticipated to create a hazard to the public or the environment and no further analysis of this issue in an environmental impact report is necessary.

Mitigation Measures

7-2. A subsurface assessment shall be conducted at the site to evaluate the potential presence of subsurface contamination as a result of historical on-site uses and proximal off-site facilities that may have impacted the soil, soil vapor, and/or groundwater beneath the site.

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

No Impact. A significant project-related impact may occur if the proposed project were placed 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-Glendale-Pasadena airport located approximately seven miles

northwest of the project site. The project site is not located within the boundaries of an airport land use plan and would not result in a safety hazard for people residing or working in the project area and no impacts are anticipated. No further analysis of this issue in an environmental impact report is necessary.

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

No Impact. This question would apply to the proposed project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The proposed project is not located in the vicinity of a private airstrip. The Federal Aviation Administration (FAA) has established an advisory circular with regards to safety concerns associated with the construction of high-rise buildings since such buildings may present a hazard to aircraft operations.[28] In this regard, Federal Aviation Regulations (FAR) Part 77, *Objects Affecting Navigable Airspace*, establishes minimum standards to ensure air safety by regulating the construction or alteration of buildings or structures that may affect airport operations.[29] This requirement is in effect for buildings with a height of over 200 feet above ground level at the object site.[30] The finished height of the proposed project building would be approximately 80 feet above ground with architectural features extending to 86.5 feet, which would not exceed this requirement. Therefore, no impact would occur, no mitigation measures are required, and no further analysis of this issue in an environmental impact report is necessary.

g) Would the project 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 the proposed project were to interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan, or would generate sufficient traffic to create congestion that would interfere with the execution of such a plan. According to the Safety Element of the City of Los Angeles General Plan, Sunset Boulevard and Western Avenue in the project vicinity are designated disaster routes.[31] Disaster routes function as primary thoroughfares for the movement of emergency response traffic and access to critical facilities. The project site is located at the southwest corner of the intersection of these two streets. Although the project site is situated in the vicinity of these streets, neither the construction nor the operation of the project would require or result in modifications to either roadway that would impact emergency traffic. Construction of the project could temporarily interfere with local and on-site emergency response. Local streets adjacent to the project site would be used for construction traffic; however, construction traffic

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[28] *FAA Advisory Circular 150/5300-13 (September 30, 2000).*

[29] *14 C.F.R. Part 77 (2001).*

[30] *FAA Advisory Circular 150/5300-13 (September 30, 2000).*

[31] *City of Los Angeles, Department of City Planning, General Plan, Safety Element Exhibit H, Critical Facilities and Lifeline Systems, April 1995.*

would conform to all traffic work plan and access standards to allow adequate emergency access. Implementation of traffic work plans and access standards would reduce the potential for the impacts on emergency response during construction of the project. The majority of construction activities for the project would be confined to the site, except for infrastructure improvements, which would require some work in adjacent street rights-of-way. Additionally, as noted in Section 15 (Transportation and Traffic), although changes in traffic patterns associated with the operation of the project may significantly impact the traffic flow at four intersections, mitigation is proposed to reduce this to a level of less than significant. Therefore, construction and operation of the project is not anticipated to significantly impair implementation of, or physically interfere with, any adopted or on-site emergency response or evacuation plans or a local, state, or federal agency's emergency evacuation plan and the project would have a less than significant impact with respect to these issues. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. A significant impact may occur if a project is located in proximity to wildland areas and poses a potential fire hazard, which could affect persons or structures in the area in the event of a fire. The project site is located in a highly urbanized area of the City of Los Angeles and is not subject to wildland fires. Though the project site is located approximately one half mile south of a Mountain Fire District, the proposed project is not located in designated fire hazard terrain nor is it located in the surrounding fire buffer zone.[32] Therefore, no impact from wildland fires would occur, no mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Cumulative Impacts

Less Than Significant Impact. Development of the proposed project in combination with the related projects has the potential to increase, to some degree, the risks associated with the use and potential accidental release of hazardous materials in the project area. However, as discussed above, the proposed project would implement Mitigation Measures 7-1 and 7-2 in order to prevent the generation or emission of any hazardous materials that would have the potential to result in upset environmental conditions. With respect to the related projects, the potential presence of hazardous substances would require evaluation on a case-by-case basis, in conjunction with the development proposals for each of these properties. Further, compliance with all applicable local, state, and federal laws regarding hazardous materials would further reduce impacts associated with the development of the related projects. Therefore, the proposed project would not contribute to a cumulatively significant impact with respect to hazardous materials. As a result, cumulative impacts would be less than significant.

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[32] *City of Los Angeles Department of City Planning, General Plan, Safety Element, Exhibit D, Selected Wildfire Hazard Areas in the City of Los Angeles, April 1996.*

8. HYDROLOGY AND WATER QUALITY

The following analysis is based upon the Conceptual Hydrology Study dated October 4, 2007 and the Preliminary Standard Urban Storm Water Mitigation Plan (SUSMP) dated October 8, 2007, both prepared by Development Resources Consultants, Inc. for the project. These documents are provided in Appendix F.

a) Would the project violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. A significant impact may occur if a project discharges water that does not meet the quality standards of agencies that regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board. These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts. The proposed project does not include any point-source discharge (discharge of polluted water from a single point such as a sewage-outflow pipe). Additionally, the project applicant would be required to prepare and implement a SUSMP, in accordance with the National Pollution Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity. The SUSMP would detail the treatment measures and BMPs to control pollutants and an erosion control plan that outlines erosion and sediment control measures that would be implemented during the construction and post-construction phases of project development. Construction-phase housekeeping measures for control of contaminants such as petroleum products, paints and solvents, detergents, fertilizers, and pesticides would be contained within the project Storm Water Pollution Prevention (SWPP) Plan. The SWPP Plan contains BMPs to minimize primarily construction-related water quality impacts, but also contains some permanent BMPs. The SUSMP consists of structural BMPs built into the project for ongoing water quality purposes over the life of the project. Additionally, the project proposes the construction of a storm water quality treatment system. Through preparation and implementation of both the SWPP Plan and the SUSMP and implementation of a storm water quality treatment system, water quality impacts of the project would be minimized. Additionally, because the current site does not currently operate under a SUSMP, implementation of the project with a SUSMP would improve water quality leaving the project site in comparison to existing conditions. Furthermore, the project would not increase the amount of impervious surface on the site. Therefore, project impacts related to water quality would be beneficial and, as a result, less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

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

Less Than Significant Impact. A significant impact may occur if a project includes deep excavations which have the potential to interfere with groundwater movement, or include withdrawal of groundwater or paving of existing permeable surfaces that are important to groundwater recharge. The project site is almost entirely covered by impervious surfaces, such as buildings, asphalt parking areas, and cement walkways. Thus, during a storm event most water that encounters the site runs off from the site to the local stormdrain system or into landscaped areas. Furthermore, because the proposed project would not increase the amount of impervious surface at the site, recharge would remain the same with project development as under current conditions, and project impacts to groundwater recharge would be less than significant. With regard to other potential groundwater impacts, as described in the Geotechnical Study provided in Appendix D, groundwater is first encountered beneath the site at approximately 40 feet bgs. Due to the proximity of groundwater, dewatering may be required during project construction. However, because dewatering would only occur temporarily, as needed during construction, no long-term impacts are anticipated. Therefore, impacts would be less than significant and 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, in a manner, which would result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. A significant impact may occur if a project would substantially alter drainage patterns resulting in a significant increase in erosion or siltation during construction or operation of a project. As stated previously, the project site is almost entirely covered by impervious surfaces and most of the runoff flows to the local stormdrain system during a storm event. As noted, the proposed project would not increase the amount of impervious surfaces at the site, the amount of runoff from the site would not substantially change, and all the runoff associated with the proposed project would be either directed to landscaped areas or directed to the existing stormdrain system and would not encounter unprotected soils. During project construction, a temporary alteration of the existing on-site drainage pattern may occur. However, these changes would not result in substantial erosion or siltation due to stringent controls imposed via NPDES, SWPP and SUSMP regulations as discussed under Section 8(a) above. As such, any alteration of the existing drainage pattern would not result in substantial erosion or siltation on- or off-site and project impacts related to this issue would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

d) 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 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. A significant impact may occur if a project would substantially alter drainage patterns resulting in a significant increase in potential flooding. The project site is located in a highly urbanized area and is served by existing City storm drain infrastructure. The project site, under current conditions, is almost entirely covered with impermeable surfaces. Furthermore, the project site is not located adjacent to any stream or river, and project runoff would continue to drain into existing City storm drain infrastructure. Therefore, the proposed project would not have the potential to result in flooding due to altered drainage patterns and impacts would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

e) Would the project 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 may occur if a project would increase the volume of storm water runoff to a level that exceeds the capacity of the storm drain system serving a project site. A project-related significant adverse effect would also occur if a project would substantially increase the probability that polluted runoff would reach the storm drain system. As noted, the project site is almost entirely covered by impervious surfaces. Because the proposed project would not increase the amount of impervious surfaces at the site, the amount of runoff from the site would not increase under the proposed project. As the storm drain system can adequately handle existing flows as discussed in Section 16, Utilities and Service Systems below, project development is not anticipated to result in runoff conditions that would exceed the capacity of the existing or planned local storm drain system and impacts would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Refer to Section 8(a) and 8(f) for a discussion of project impacts related to water quality.

f) Would the project otherwise substantially degrade water quality?

Less Than Significant Impact. A significant impact may occur if a project would include potential sources of water pollutants that would have the potential to substantially degrade water quality. Implementation of the proposed project could affect the quality of runoff from the project site. During construction, sediment is typically the constituent of greatest potential concern. The greatest risk of soil erosion during the construction phase occurs when site disturbance peaks due to grading activity and the removal and re-compaction or replacement of fill areas. (Sediment is not typically a constituent of concern during the long-term operation of developments similar to the proposed project because sites are usually paved, and proper drainage infrastructure has been installed.) Other pollutants that could affect surface-water quality during project construction include petroleum products (gasoline, diesel, kerosene,

oil, and grease), hydrocarbons from asphalt paving, paints and solvents, detergents, fertilizers, and pesticides (including insecticides, fungicides, herbicides, rodenticides, etc.).

Once the project has been constructed, urban runoff might include all of the above contaminants, as well as trace metals from pavement runoff, nutrients and bacteria from pet wastes, and landscape maintenance debris may be mobilized in wet-season storm runoff from roadway areas, parking areas, and landscaping, and in dry-season "nuisance flows" may result from landscape irrigation. Liquid product spills occurring at the project site could also enter the storm drain. Dry product spills could enter the storm drain via runoff in wet weather conditions or dry-season "nuisance flows." Runoff from the exposed portions of the project's driveway would be intercepted by a filtered trench drain device before outletting to the street, while water from the building roof would be directed to a series of downspouts and routed through inline downspout filter devices, with NPDES planter devices utilized prior to discharge off-site. Details and specifications for these proposed conceptual BMPs are included in the attachments to the Drainage Concept Report, as presented in Appendix F. These BMPS are anticipated to treat storm water runoff and reduce the potential for impacts associated with the degradation of water quality. Therefore, no mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. A significant impact may occur if a project were within a 100-year flood hazard area. The project site is not located within a flood zone, including, but not limited to, the 100-year flood zone designated by the Federal Emergency Management Agency (FEMA).[33] Additionally, the project does not include housing as part of proposed development. No impacts would occur and no mitigation measures are required. No further analysis of this issue in an environmental impact report is necessary.

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. A significant impact may occur if a project were located within a 100-year flood hazard area, and would impede or redirect flood flows. As noted above, the project site is not located within a flood zone. No impacts would occur and no mitigation measures are required. No further analysis of this issue in an environmental impact report is necessary.

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less than Significant Impact. A significant impact may occur if a project were located in an area where a dam or levee could fail, exposing people or structures to a significant risk of loss, injury, or

[33] *City of Los Angeles Department of City Planning, General Plan, Safety Element, Exhibit F, 100-Year & 500-Year Flood Plains in the City of Los Angeles, March 1994.*

death. According to the City of Los Angeles, the project site is partially located within a potential inundation area.[34] However, as the project site is on the edge of the potential inundation area, significant impacts are not anticipated. Therefore, impacts associated with flooding, including flooding due to the failure of a levee or dam, would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

j) Would the project expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow?

No Impact. A significant impact may occur if a project is sufficiently close to the ocean or other water body to be potentially 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 indicate potential susceptibility to mudslides or mudflows. Since the project site is not located in close proximity to a contained body of water, there is no potential impact associated with a seiche or tsunami. Additionally, the project site is not located in a potential tsunami zone.35 With respect to the potential impact from a mudflow, as noted in Section 6(a)(iv), the project is not located within a Landslide Inventory or Hillside area and the project site is relatively flat and surrounded by urban development; therefore, it does not contain any sources that could result in a mudflow (e.g., steep slopes with unstable soils). Therefore, no impact would occur with respect to risk of loss, injury, or death by seiche, tsunami, or mudflow. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Cumulative Impacts

Less Than Significant Impact. Future development of the related projects could affect the amount, the rate, the velocity, and the quality of runoff within their respective drainage areas. Whether the effects would be positive or adverse would depend on a number of factors including the amount of pervious/impervious surfaces that would change, the duration of the construction period, the drainage improvements and BMPs that would be incorporated into the design, etc. for each of those projects. Nonetheless, similar to the proposed project, each of the related projects would be required to prepare and implement a SUSMP and undergo a preliminary review by the City to determine what, if any, drainage improvements and BMPs would be required to ensure that the stormdrain capacity of the system serving each of the related projects is adequate, that no downstream flooding would occur as a result of exceedance of stormdrain capacity, and that no significant water quality issues would result. As discussed above, the proposed project would not result in any significant hydrology and water quality impacts. Therefore, cumulative impacts to hydrology and water quality would be less than significant.

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[34] *City of Los Angeles Department of City Planning, General Plan, Safety Element, Exhibit G, Inundation & Tsunami Hazard Areas in the City of Los Angeles, March 1994.*

35 *Ibid.*

9. LAND USE AND PLANNING

a) Would the project physically divide an established community?

Less than Significant Impact. A project can physically divide an established community by interrupting or blocking access or by creating a conflict of scale, intensity, or use that would disturb an established community to such a degree that existing uses would not function as under existing conditions. The following evaluation is to determine whether the project would contain any features or cause any changes that could cause a permanent physical division in the surrounding established community. Physically dividing elements may include land use incompatibility caused by contrasting scale or land use. The project area is currently developed primarily with one to two story commercial uses. The project would be taller than existing commercial land uses in the immediate project vicinity. The following analysis outlines the proposed project's consistency with existing surrounding land uses in both land use function, scale, and intensity.

The project site is generally surrounded by commercial development to the north, east and west, and a mixed-use development to the northeast. A post office and Assistance League facility are located to the south. Single and multi family residential development is located to the southwest and further north of Sunset Boulevard. North of the project site across Sunset Boulevard are one-story buildings housing various commercial land uses including Orchard Supply Hardware, Panda Express, Yogurtland, Hawaiian BBQ, Subway, as well as Sprint and Game Stop stores. Northeast of the project site, there is a five-story, mixed-use building consisting of ground floor commercial uses (a Walgreens drug store) and four floors of multi-family residential uses. Further north of the project site are single and multi-family land uses, ranging from one to five stories. On the northbound side of St. Andrews Place is a complex of one-story bungalows, which share a common courtyard. Grant Elementary School and Grant Children's Center are located one block north and west of the project site. Land uses east of the project site include industrial and commercial uses including a Food4Less, ICDC College, McDonalds, and associated parking. West of the project site is a Home Depot store and associated parking. Southwest from the site along De Longpre Avenue is the one story Learning Center for Young Children and the two story Assistance League of Southern California's Children's Club. Helen Bernstein High School is located two blocks south and west of the project site on the southwest corner of Wilton Avenue and Highway 101.

The project's three-story plus mezzanine building would be taller than existing surrounding commercial land uses on Sunset Boulevard. At present, the tallest building in the immediate area is the five-story mixed use building on Sunset Boulevard, east of Western Avenue. Other buildings immediately along Sunset Boulevard are generally one to two stories in height.

The proposed project would be buffered from residential uses to the north by Sunset Boulevard and existing commercial uses. The proposed building would be buffered from low-rise commercial land uses by the intervening streets. The setbacks created by the intervening streets and the transitional heights created by the project's design would reduce the effects of the contrasting building heights between the proposed building and existing off-site buildings.

The project would consist of commercial uses that are similar uses to the existing commercial character of the surrounding area. The project's commercial uses would contribute to the street-front commercial activity in the area. The introduction of additional retail uses would serve the surrounding commercial uses and increase the walking environment and interaction between existing commercial uses and the project site. With the provision of services that would be available to the surrounding residential and commercial community, the project would enhance the pedestrian environment and contribute to the livability of the area. As such, the project would not cause a conflict of land use that would physically divide an existing community.

The project would not cause any permanent street closures, block access to any surrounding land use, or cause any change in the existing street grid system that was developed prior to the 1920s. Since the project would be developed within a long-established urban area along an existing street grid system, the project would not physically divide an established community by creating new streets or by blocking or changing the existing street grid pattern. The project would not create a conflict of scale, intensity, or use that would serve as a physical division. Since the project would not physically disrupt or divide the surrounding established community, impacts would be less than significant and no mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

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

Less than Significant Impact. A significant impact would occur if the project were inconsistent with applicable plans and policies. Various local and regional plans guide development of the project site. At the local level, the Hollywood Community Plan implements land use policies for the project site and vicinity. Other applicable City plans include the General Plan Framework and the Hollywood Redevelopment Plan. The LAMC governs land use at the project site through development and building standards. The project site is also located within the Vermont/Western SNAP. No historical or culturally significant structures occupy the project site (refer to Section 5, Cultural Resources, Subsection (a), above) and thus, Historical Preservation guidelines would not be applicable. At the regional level, the RCPG of the SCAG is a framework for decision-making with respect to regional growth and through its Growth Management policies addresses land use within a broader context. The applicable policies of each of the aforementioned plans are addressed in the following discussion of plan compliance.

Southern California Association of Government - Regional Comprehensive Plan and Guide

The RCPG of the SCAG is a framework for decision-making with respect to regional growth to year 2015 and beyond, including growth management and regional mobility. Adopted policies related to land use are contained primarily in Chapter 2, Growth Management, of the RCPG. The purpose of the Growth Management chapter is to present forecasts that establish expectations related to growth and land use. These forecasts encourage local land use actions that could ultimately lead to the development of an urban form that will help minimize development costs, protect natural resources, and enhance the quality of life in the region. The project would be consistent with Growth Management policies of infill

development, proximity to jobs, a development that would support walking and other alternative transportation, development in proximity to transit, and development in a location that would result in fewer environmental consequences. As project impacts are concluded to be less than significant, no mitigation measures are required and no further evaluation of the project with respect to the policies of the RCPG in an environmental impact report is necessary.

General Plan Framework

The City of Los Angeles General Plan Framework (Framework), adopted in December 1996 and readopted in August 2001, sets forth a citywide comprehensive long-range growth strategy. The project site is designated as Community Center under the General Plan Framework.[36] The General Plan Framework defines Community Centers as a focal point for surrounding residential neighborhoods and containing a diversity of uses such as small offices and overnight accommodations, cultural and entertainment facilities, schools and libraries, in addition to neighborhood oriented services comparable to those currently allowed in the "C2" zone (including residential). This designation encourages a range of floor area ratios (FAR) from l.5:1 to 3.0:1. The project's FAR does not exceed this range and is consistent with the Community Center designation. Generally, the height of different types of Community Centers range from 2- to 6-story buildings, depending on the character of the surrounding area. Community Centers are served by small shuttles and local buses in addition to automobiles and/or may be located along rail transit stops.[37] The goal of the Community Center land use designation is to encourage pedestrian-oriented, high activity, multi- and mixed-use centers that support and provide identity for Los Angeles' communities. The objective of this land use designation is to "reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime."[38] The project would serve the adjacent community and the project has incorporated design features to encourage community activity, including landscaping and a vibrant street frontage for pedestrians. Development within Community Center areas is required to conform to the uses in areas designated as "Community Center" in the respective community plans, and also adhere to the density and/intensities of uses as outlined in the community plan. The proposed project's development of a three-story commercial retail use with a Target anchor store with incorporated parking, conforms to the goals of the Framework since it would provided a medium-density commercial development on Sunset Boulevard and Western Avenue which are considered major and secondary streets. As discussed above, the project's design and use is consistent with the Framework's goals, objectives and policies concerning Community Centers, therefore, impacts would be less than significant and no mitigation measures are necessary and no further analysis is necessary in an environmental impact report.

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[36] *City of Los Angeles General Plan Framework, Long Range Land Use Diagram (Metro), Figure 3-1 (2003).*

[37] *Op. Cit., Table 3-1, Land Use Standards and Typical Development Characteristics, Community Center Typical Characteristics/Uses.*

[38] *City of Los Angeles General Plan Framework, Chapter 3, Objective 3.9.*

City of Los Angeles Municipal/Planning and Zoning Code

The project site is currently zoned C2-1 Commercial under the LAMC. The permitted uses supported by this zoning classification include any uses permitted under C1.5 Limited Commercial Zone and include retail, commercial, and restaurant uses. The project site is located in Height District No. 1, which does not specify a height restriction. Instead, the height of any on-site building is limited by a FAR of 1.5:1, to which the proposed project conforms.

Additionally, the project's compliance with the LAMC's parking requirements is discussed in detail in Section 15, Transportation and Circulation, Subsection (f), below. As demonstrated therein, the project would comply with code parking requirements and would have a less than significant parking impact. Therefore, the project would be substantially consistent with the applicable regulations of the LAMC. As project impacts are concluded to be less than significant, no mitigation measures are required and no further evaluation of the project in an environmental impact report, with respect to the LAMC, is necessary.

However, the Vermont/Western SNAP (discussed below) supersedes the LAMC with respect to allowed land uses, height, FAR and parking requirements. The project is not consistent with the height and parking requirements identified in the Vermont/Western SNAP and an exception has been requested as discussed further below.

Hollywood Community Plan

The project is located within the Hollywood Community Plan area. The Hollywood Community Plan is currently in the process of being updated. The objectives of the current plan (adopted December 13, 1998) include: to coordinate the development in the Hollywood Community Area and to further development of Hollywood as a center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry.[39] Additionally, the plan seeks to promote economic well being and public convenience through the allocation and distribution of commercial uses including retail services. The project's proposed retail uses are consistent with these objectives. Within the Community Plan, the project site is designated as Highway Oriented Commercial. The definition of the Highway Oriented Commercial land use classification is defined as commercial/retail which has access to major and secondary streets, as to serve commercial needs outside centers and districts. This land use designation corresponds with the C2, C1 and P zoning classification and allows for a FAR of 1.5:1. The project FAR of 1.2 is consistent with the land use designation for the project site, as well as the zoning and density allowances, and is therefore consistent with the zoning and design requirements for commercial development in the project area as set forth in the Hollywood Community Plan. The proposed project also supports the overall objective of the Hollywood Community Plan as it would be providing employment and retail services to the communities in its geographic area oriented to pedestrians. Given that the project is consistent with the Hollywood Community Plan, impacts are less than significant and no further analysis in an environmental impact report is necessary.

[39] *Hollywood Community Plan, December 13, 1998, page HO – 1.*

Hollywood Redevelopment Plan

The proposed project site is also within the Hollywood Redevelopment Plan. The Hollywood Redevelopment Plan for the Hollywood Redevelopment Project was adopted May 20, 2003 and includes the following goals: preserve and increase employment, and business and investment opportunities through redevelopment programs; promote a balanced community meeting the needs of the residential, commercial, industrial, arts and entertainment sectors; and improve the quality of the environment, promote a positive image for Hollywood and provide a safe environment. The project is consistent with this plan as it would revitalize and redevelop an under-utilized commercial site into a much needed, convenient, high quality commercial retail uses with a Target anchor store to serve the existing community. Additionally, the project would incorporate energy saving and sustainable features to improve environmental quality in the area and would incorporate security measures to ensure safety.

The proposed project is located in the Hollywood Core Transition District designated special area of the Hollywood Redevelopment Plan area. Properties designated as Hollywood Core Transition District are given special consideration due to the low density of the adjacent residential areas. The objective of this District is to provide for a transition in the scale and intensity of development between Regional Center Commercial Uses and residential neighborhoods. Development guidelines will be prepared within five years following the adoption of the Hollywood Redevelopment Plan to ensure that new development is compatible with adjacent residential areas.

Under the Hollywood Redevelopment Plan the project's land use designation is Highway Oriented Commercial. The provisions of the Hollywood Redevelopment Plan given this land use designation are as follows; to promote community revitalization, conform with goals of the Plan; and be compatible with adjacent residential uses, including neighborhood oriented uses such as professional offices, institutional uses, food markets, laundries, dry cleaners, pharmacies and other neighborhood retail or services businesses; limited ancillary manufacturing or assembly is permitted when goods produced are sold at retail on the premises and not more than five persons are engaged in non-retail activities. The project, which proposes the development of a three story commercial retail use with a Target anchor store, would satisfy the requirements for this land use designation under the Hollywood Redevelopment Plan by providing the neighborhood with infill development of an existing site which would promote the revitalization of the community by redeveloping the site with a more contemporary and aesthetically pleasing structure, providing neighborhood services such as neighborhood retail, pharmacy and other service business, while at the same time conforming to the overall goals and objectives of the Plan. As the project's impacts with respect to the Hollywood Redevelopment Plan are concluded to be less than significant, no further analysis in an environmental impact report is necessary.

Vermont/Western Transit Oriented District Specific Plan - Station Neighborhood Area Plan

The project is located within the Vermont/Western SNAP. This area covers the 2.2 square miles within the Hollywood and Wilshire communities, surrounding the Metro Red Line transit portals (refer to Figure II-3). This Vermont/Western Specific Plan was adopted for the purpose of making the neighborhood more livable, economically viable, pedestrian and transit friendly, and to mitigate against future population growth and achieve the maximum benefit from the subway stations as a valuable public

asset.[40] Specifically within the Vermont/Western SNAP, the project site falls within the Subarea C Community Center land use classification. The Vermont/Western SNAP identified the subject property as "Community Center, Subarea C" to reflect the new terminology for land use designations created by the Framework. The Community Center designation is used in the Framework and the Vermont/Western Specific Plan to intensify commercial and mixed-use development along the major and secondary highways within community neighborhoods.

This land use definition permits neighborhood serving commercial uses allowed in the C4 zone within the project site provided that commercial uses are contained within a building. This land use definition further provides an exemption from obtaining a Conditional Use approval pursuant to Section 12.24 W 26 of the LAMC, and provides an exemption for obtaining a Major Project Conditional Use normally required by Section 12.24 U 12 of the LAMC. Consequently the project is considered an allowed use per the Vermont/Western Specific Plan.

The Vermont/Western Specific Plan sets forth various ordinance provisions with which the project either complies or is seeking an appropriate Specific Plan Exception as indicated below. In addition to the ordinance provisions the Vermont/Western Specific Plan sets forth various SNAP Development Standards and Design Guidelines. The project complies with these standards and guidelines to the greatest extent possible and necessitates a Specific Plan Exception for minor deviations from some requirements as indicated below.

Section 6.N of the Vermont/Western Specific Plan requires projects containing 40,000 square feet or more of retail commercial floor area located within the Community Center subarea to provide free delivery of purchases made at the site by residents living within the Vermont/Western Specific Plan Area. The project is requesting an exception from this requirement as the major tenant, Target, typically carries products that do not require deliveries because the products for sale are generally small in size. Target has a standard operations program and a national business model for all of its stores nationwide and as such does not have the ability to provide a free delivery program for one particular store. In lieu of delivery of products purchased at one particular store, Target has an "online" shopping program that allows customers the ability to buy products through the internet and have them delivered to their homes at a low cost. These products would be delivered from distribution centers not adjacent to any particular store. As such, the application of this requirement would result in practical difficulties of implementing such a program and unnecessary hardship to the applicant at the subject site.

The proposed use would be consistent with other commercial uses in the Vermont/Western Specific Plan Area. The application of the free delivery requirement would pose practical difficulties that are difficult to implement on the proposed use and in general were not required for other commercial properties in the Vermont/Western Specific Plan Area.

Section 9.B limits commercial-only projects to a maximum floor area ratio (FAR) of 1.5:1 and a maximum height of 35 feet. The project is within the allowed FAR range, proposing an FAR of

[40] *City of Los Angeles, Vermont/Western Transit Oriented District Specific Plan (SNAP), page 1.*

approximately 1.2:1. However the project involves a structure that is 80 feet in height (with towers reaching an overall height of 86.5 feet) as measured above the lowest site grade, which is greater than the maximum height permitted for commercial-only projects. The overall programmatic needs of the project, providing neighborhood serving multi-tenant retail along the Sunset Boulevard and Western Avenue street frontages, providing a plaza at grade level as well as the required pedestrian passageways, providing needed parking spaces and providing a large-scale retail store and providing the needed articulation on the facades of the structure have necessitated a building that is taller than the height allowed by the Vermont/Western Specific Plan. To accommodate these project features, the Target retail store is being proposed on the third level. The combined height of the ground level retail uses and balconies at the second level parking would be a maximum of 35 feet above the sidewalk elevation of Sunset Boulevard, 41 feet if measured off the lowest site grade. Along Sunset Boulevard a majority of the top of the building parapet would extend to 61.5 feet above the sidewalk. Along De Longpre Avenue the top of the building parapet would extend to approximately 75 feet above the sidewalk. De Longpre Avenue is approximately six feet lower than Sunset Boulevard; the additional six feet would not be evident to a person on Sunset Boulevard as the lowest grade occurs along De Longpre Avenue. The Target sales floor, located on the third level is set back over 15 feet from the face of the building at the ground level, a setback which exceeds the Vermont/Western Specific Plan requirements of 10 feet. In addition the setback of the sales floor is over 20 feet from the front property line. Thus, from the Sunset Boulevard street level view, the impact of the building height would be minimized. The Vermont/Western Specific Plan does allow for a maximum height of 75 feet for mixed-use projects (one such project has been built in the immediate vicinity of the project site at the northeast corner of Sunset Boulevard and Western Avenue) and the requested height is therefore not far outside the range of height that might be permitted on the site for such a project. Nevertheless, the project necessitates the granting of a Specific Plan Exception to allow for the additional height.

Section 8.E 3 specifies that the maximum number of parking spaces allowed for commercial uses within the Vermont/Western Specific Plan area is 2 spaces per every 1,000 square feet of floor area. This provision would limit the project to 386 parking spaces. The project includes 458 parking spaces and therefore necessitates a Specific Plan Exception to allow for the additional 72 parking spaces.

The major tenant of the project would be a Target store, which, due to the nature of the products sold, typically requires a higher percentage of parking compared to smaller retailers. A typical Target project elsewhere would provide a higher parking ratio, but due to the site's proximity to transit facilities and the various constraints related to urban design and site planning presented by the Vermont/Western Specific Plan, a significantly lowered parking ratio is being proposed in order to promote pedestrian uses. The increased parking is necessary for the success of the store and to provide convenience for patrons using the center. The strict application of this requirement would reduce shopping convenience and result in customers shopping elsewhere. This would not meet the general purpose and intent of the Vermont/Western Specific Plan, which is to provide for a viable and successful retail use.

Section 9.E 3 requires that the project provide bicycle parking at a ratio of 1 bicycle space for every 1,000 square feet of floor area for the first 10,000 square feet and one bicycle parking space for every

additional 10,000 square feet of floor area. In compliance with the Vermont/Western Specific Plan, the project would provide 28 bicycle parking spaces onsite.

Section 9.G of the Vermont/Western Specific Plan requires the provision of a pedestrian throughway for every 250 feet of street frontage, and that such throughways are constructed with façade treatment that is consistent with the subsequent SNAP Development Standards and Design Guidelines. The project provides a throughway along the Western Avenue frontage, along the Sunset Boulevard frontage and an additional throughway vis-à-vis the proposed large public plaza at the corner of Sunset Boulevard and Western Avenue.

Section 9.H of the Vermont/Western Specific Plan stipulates that no yards are required for projects within the Community Center subarea and therefore the project, which would involve the location of a structure along portions of the north, south, east and west property lines is in compliance with the Vermont/Western Specific Plan.

Section 9.I requires substantial conformance with the SNAP Development Standards and Design Guidelines enumerated below. Where projects cannot comply with the standards and guidelines it is necessary to seek a Specific Plan Exception. The project complies fully with the following SNAP Development Standards and Design Guidelines:

- Landscape Plan
- Usable Open Space
- Street Trees
- Tree Well Covers
- Street Bike Racks
- Trash Receptacles
- Public Benches
- Parking Lot Location
- Pedestrian Entrance
- Design of Entrances
- Inner-block Pedestrian Walkway
- Speed Bumps
- Building Design-Façade Relief
- Building Design-Building Materials
- Surface Mechanical Equipment
- Rooftop Appurtenances
- Trash and Recycling Areas
- Pavement
- Freestanding Walls
- Parking Structures-Required Commercial Frontage
- Parking Structures-Façade Treatments
- Parking Structures-Across from Residential Uses
- Surface Parking Lots
- Onsite Lighting
- Security Devices
- Privacy
- Noise Control
- Required Ground Floor Uses
- Curb Cuts

The project requires an Exception to the following SNAP Development Standards and Design Guidelines (Pedestrian/Vehicular Circulation), 6 (Building Design), and 19 (Hours of Operation):

Subsection 6, Building Design – Stepbacks: Exception to allow upper-floor building elements (the entrance canopy and balconies) to exist within 15-feet of the front property line.

The SNAP Development Standards and Design Guidelines stipulate that no portion of a structure shall exceed 30 feet in height within 15 feet of the front property line. The project includes a canopy located at approximately 55 feet in height that would protrude into the required stepback area along Sunset Boulevard. Additionally the project would include a 35-foot high upper floor balcony or terrace which would protrude into the stepback area. The intent of the Development Standard is to ensure that tall structures do not appear overly massive as viewed from primary pedestrian corridors and the standard sets forth a requirement whereby upper-floor building mass must be recessed so at to minimize the appearance of height and shade and shadow. The project complies with the intent of the Development Standard in as much as the ground floor facades are set back from the front property line a minimum of 3.2 feet, the second level varies from zero to 47.3 feet, and the third level is set back 18 feet from the front property line with the exception of balconies, terraces, etc. The resulting design provides a generous sidewalk and private setback area along the street that serves as a needed pedestrian amenity. Additionally, the building appears anchored by a prominent first floor and the upper-floors are substantially setback consistent with the development standard. However architectural features, balconies and a structural canopy do protrude into the stepback area. The architectural features are intended to provide articulation and architectural emphasis to significant portions of the building façade, integrate desirable building materials, and to provide shade. The impact of these protrusions is minimal and do not compromise the intent of the standard.

Subsection 6, Building Design – Transparent Building Elements: Exception to allow transparent building elements such as windows and doors of 24 percent of the exterior wall surface of the ground floor facades along St. Andrews Place in lieu of the 50 percent required transparent building elements.

The SNAP Development Standard requires that 50 percent of all ground-floor front and side facades provide windows and doors or other similar transparent features. The project is within compliance of the standard on the Sunset Boulevard, Western Avenue, and De Longpre Avenue elevations. However, the ground floor elevation along St. Andrews Place cannot provide the needed transparency because of the nature of how the site is used. The majority of the St. Andrews Place elevation is occupied by a vehicular access ramp for the second-level parking structure. Consequently, the provision of doors and windows along this portion of the façade is not a practical possibility. The vehicular access ramp was placed along the St. Andrews Place elevation because this street is minimally traveled by pedestrians and vehicles (with relation to Sunset Boulevard and Western Avenue). The project does provide transparent features at the northernmost portion of St. Andrews Place and in lieu of windows provides ample landscape features along the elevation. Through sensitive design and the implementation of the proposed landscape plan, walkability would still be maintained along this street. While these screens would provide some amount of transparency, the project applicant recognizes that this would not meet the intent of the code and thereby is requesting an exception. The strict application of the SNAP Development Standard would

result in practical difficulties, necessitating the elimination of certain vital project features (namely the infeasible relocation of the vehicular access ramp), or substantially reducing the size of the project.

Transparent building elements consisting of openings, doors and windows would occupy 54 percent of the ground floor façade along Sunset Boulevard, 50 percent of the ground floor façade along Western Avenue, and 26 percent along De Longpre Avenue. In addition, substantial openings, open areas, glazed elements and display windows have been incorporated on the upper levels of the project. As such, the project exceeds the SNAP Development Standards and Design Guidelines on all of the frontages, with the exception of St. Andrew's Place and would meet the intent to incorporate transparent building elements in order to activate the adjacent streets and sidewalks.

Subsection 6, Building Design – Roof Lines: Exception from the requirement that all roof lines in excess of 40 feet must be broken up through the use of gables, dormers, plant-ons, cut-outs or other appropriate means.

The project consists of modern and geometric elements, utilizing materials such as concrete, metal and glazing elements. The design seeks to use bold horizontal and vertical surfaces using simple forms through a variety of materials in order to create visual interest. Roof lines are broken up by varying horizontal and vertical planes such as entrance towers, and signage towers that are functional as well visually striking. The strict application of the requirement to break up roof lines in excess of 40 feet would counteract the project's design statement. Instead, the project provides a break in roof lines that is reflective of its design. The strict application of the requirement would pose a design hardship on the project, whereas approval of this exception would provide flexibility in design and create a unique and well designed project. Project design features would be approved by the applicable City department.

Subsection 19, Hours of Operation: Exception to allow store deliveries between the hours of 5 am and midnight Monday through Sunday, and to permit typical store operating hours from 6 am to midnight (with business hours of 8 am to 10 pm), holiday store operating hours for the week before Thanksgiving to December 23 of 5 am to midnight (with business hours of 8 am to 11 pm), and business hours of 7 am to 11 pm on the day after Christmas.

The applicant is seeking to expand store delivery hours between the hours of 5 am and midnight Monday through Sunday, and to permit typical store operating hours from 6 am to 12 midnight (with business hours of 8 am to 10 pm), holiday store operating hours for the week before Thanksgiving to December 23 of 5 am to 12 midnight (with business hours of 8 am to 11 pm), and business hours of 7 am to 11 pm on the day after Christmas. Parking lot sweeping and trash collection would occur during the hours of 7 am to 8 pm as required by the SNAP Development Standards and Design Guidelines. Although a majority of the deliveries would occur during the hours of 7 am to 8 pm, some deliveries could occur beyond the hours noted in the Vermont/Western Specific Plan. Due to site constraints, some flexibility is necessary to ensure the smooth operation and success of the retail uses, ensure that the store has products available to serve the community's needs and that certain deliveries could occur after hours to reduce conflicts with customers and traffic using the center. This flexibility would also allow certain after hour deliveries for retail uses if necessary to occur within the parking structure. Such deliveries would not necessarily pose

an immediate impact to adjacent properties by virtue of it being more or less within an enclosed structure, but instead would allow restocking when customers are not at the site.

The typical tractor-trailer deliveries for the Target project do not require that the truck remain in the loading area until it is unloaded. Typically, the truck leaves the trailer within the dock so that employees can unload the trailer and stock the store after hours. The loading dock is equipped with roll down doors that can be closed off at night to reduce impacts on adjacent properties. The restriction of delivery hours would result in an unnecessary operational hardship for the retail center that is not consistent with the general purpose of the Vermont/Western Specific Plan and can be addressed through sensitive site design as proposed by the project.

As noted, the project is consistent with the policies of the SNAP. The granting of these exceptions would be consistent with the principles, intent and goals of the Vermont/Western Specific Plan and impacts would be less than significant. Project design features would be approved by the applicable City department.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. There is no habitat conservation plan or natural community conservation plan applicable to the project site or project area. As such, implementation of the proposed project would not conflict with any habitat conservation or natural community conservation plan. Therefore, no further analysis of this issue in an environmental impact report is necessary.

Cumulative Impacts

Less Than Significant Impact. Seventy-six related projects are planned or are under construction in the Hollywood Community Plan area and in the adjacent Central Los Angeles Community Plan area. This section of Los Angeles has been developed since the early 1900's and is characterized by an established street system and high level of urbanization. Since the project and related projects would be developed within a long-established urban area along an existing street grid system, cumulative land use impacts associated with the physical division of an established community through the creation of new streets or transportation systems, such as freeways, are anticipated to be less than significant. In addition, the project and related projects are not anticipated to cause any permanent street closures. Development of the related projects is anticipated to occur in accordance with adopted plans and regulations. Community Plan land use designations, planning goals, and LAMC regulations generally assure compatibility between adjacent uses, including the preservation of existing residential neighborhoods. Based on the information available regarding the related projects, it is reasonable to assume that the projects under consideration would implement and support important local and regional planning goals and policies. Therefore, physical division of the established community on the basis of land use incompatibility is not anticipated. It is anticipated that any new projects would be subject to the project permit approval process and zoning, and would incorporate any mitigation measures necessary to reduce potential land use

impacts. As such, no significant cumulative impacts with regard to division of an established community or adopted land use plans would occur.

10. MINERAL RESOURCES

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

No Impact. A project related significant adverse effect could occur if the project site is located within an area used or available for extraction of a regionally important mineral resource, or if the proposed project would convert an existing or future regionally important mineral extraction use to another use, or if the proposed project would affect access to a site used or potentially available for regionally-important mineral resource extraction. The project site is not located in close proximity to any oil fields. The closest oil field is approximately 1.8 miles southwest of the project site.[41] Furthermore, no oil extraction activities have historically occurred or are presently conducted on the project site. The proposed project site is not located in an area that is known to contain significant mineral deposits.[42] Therefore, the project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No impacts would occur, no mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

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. A significant impact may occur if the project site is located in an area used or available for extraction of a locally-important mineral resource, or if the proposed project would convert an existing or future locally-important mineral extraction use to another use, or if the proposed project would affect access to a site used or potentially available for locally-important mineral resource extraction. As discussed in Section 10(a) above, the project site is not located in an area that is known to contain significant mineral deposits and therefore, the proposed project would not result in the loss of availability of such mineral resources. Furthermore, Government Code Section 65302(d) states that a Conservation Element of the General Plan shall address "minerals and other natural resources." According to the Conservation Element of the City of Los Angeles General Plan, sites that contain potentially significant sand and gravel deposits which are to be conserved follow the Los Angeles River flood plain, coastal plain, and other water bodies and courses and lie along the flood plain from the San Fernando Valley through downtown Los Angeles. These sites are also identified in two Community Plan elements of the City's General Plan (the Sun Valley and the Sunland–Tujunga–Lake View Terrace–Shadow Hills–East La Tuna Canyon Community Plans), neither of which incorporates the project site.43 Project

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[41] *City of Los Angeles Department of City Planning, General Plan, Safety Element, Exhibit E, Oil Field & Oil Drilling Areas in the City of Los Angeles, May 1994.*

[42] *City of Los Angeles Department of City Planning, General Plan, Conservation Element, September 26, 2001.*

43 City of Los Angeles Department of City Planning, General Plan, Conservation Element, September 26, 2001.

implementation would therefore, not result in impacts associated with the loss or availability of a known mineral resource that would be of value to the region and the residents of the state. No impacts would occur, and no mitigation measures are required. No further analysis of this issue in an environmental impact report is necessary.

Cumulative Impacts

No Impact. Some of the related projects might fall within an oil drilling district zone or in areas that are known to contain significant mineral deposits, however, any potential resources found beneath these sites could potentially be accessed from off-site locations, and thus, development of each related project would not preclude future extraction. Additionally, each related project would be subject to applicable City requirements and land use plans as they relate to oil and mineral resources. Therefore, cumulative development would not 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.

11. NOISE

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway. Table IV-14, Representative Environmental Noise Levels, below, illustrates representative noise levels for the environment.

Table IV-14
Representative Environmental Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	—110—	Rock Band
Jet Fly-over at 100 feet		
	—100—	
Gas Lawnmower at 3 feet		
	—90—	
		Food Blender at 3 feet
Diesel Truck going 50 mph at 50 feet	—80—	Garbage Disposal at 3 feet
Noisy Urban Area during Daytime		
Gas Lawnmower at 100 feet	—70—	Vacuum Cleaner at 10 feet

Table IV-14
Representative Environmental Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Commercial Area		Normal Speech at 3 feet
Heavy Traffic at 300 feet	—60—	
		Large Business Office
Quiet Urban Area during Daytime	—50—	Dishwasher in Next Room
Quiet Urban Area during Nighttime	—40—	Theater, Large Conference Room (background)
Quiet Suburban Area during Nighttime		
	—30—	Library
Quiet Rural Area during Nighttime		Bedroom at Night, Concert Hall (background)
	—20—	
		Broadcast/Recording Studio
	—10—	
Lowest Threshold of Human Hearing	—0—	Lowest Threshold of Human Hearing

Source: California Department of Transportation, 1998.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Rating scales that are applicable to this analysis are as follows:

- L_{eq}, the equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- L_{max} – The maximum instantaneous noise level experienced during a given period of time.
- L_{min} – The minimum instantaneous noise level experienced during a given period of time.

CNEL, the Community Noise Equivalent Level, is a 24-hour average L_{eq} with a 10 dBA "penalty" added to noise during the hours of 10:00 p.m. to 7:00 a.m., and an additional 5 dBA penalty during the hours of 7:00 p.m. to 10:00 p.m. to account for noise sensitivity in the evening and nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 45 dBA, moderate in the 45–60 dBA range, and high above 60 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep.

Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA). Generally, a difference of 3 dBA over 24 hours is a barely-perceptible increase to most people. A 5 dBA increase is readily noticeable, while a difference of 10 dBA would be perceived as a doubling of loudness.

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors such as the weather and reflecting or shielding also intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA. Noise from stationary or point sources is reduced by about 6 dBA for every doubling of distance. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 dBA with closed windows. The exterior-to-interior reduction of newer homes is generally 30 dBA or more.

Groundborne vibration is sound radiated through the ground, and is an oscillatory motion that can be described in terms of the displacement, velocity, or acceleration. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. Sources of groundborne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides, etc.), or manmade causes (e.g., explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous, such as factory machinery, traffic, trains, and most construction vibrations (with the exception of pile driving, blasting, and some other types of construction/demolition), or transient, such as explosions.[44]

The ground motion caused by vibration is measured as particle velocity in inches per second in the United States. The peak particle velocity (PPV) is defined as the maximum instantaneous positive or negative peak of the vibration signal. According to data published by the California Department of Transportation (Caltrans), the PPV threshold of perception for humans falls approximately in the 0.006-0.019 range. Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible.

The general human reaction to various continuous vibration levels, as well as their potential damage to buildings, is described in Table IV-15, Reaction of People and Damage to Buildings at Various Continuous Vibration Levels, below.

[44] *California Department of Transportation, Transportation Related Earthborne Vibrations, Technical Advisory Number TAV-02-01-R9601, February 20, 2002.*

As shown in Table IV-15, data published by Caltrans indicate that 0.08 inch/second PPV is the level at which continuous vibrations are readily perceptible by people, and 0.10 inch/second PPV is the level at which continuous vibrations begin to annoy people in buildings. It should be noted, however, that the annoyance levels in Table IV-15 need to be interpreted with care. Depending on the activity (or inactivity) a person is engaged in, vibrations may be annoying at much lower levels than those shown in Table IV-15. In particular, elderly, retired, or ill people staying mostly at home, people reading in a quiet environment, people involved in vibration sensitive hobbies or other activities are but a few examples of people that are potentially annoyed by much lower vibration levels.[45]

Table IV-15
Reaction of People and Damage to Buildings at Various Continuous Vibration Levels

Vibration Level (Peak Particle Velocity – in/sec)[a]	Human Reaction	Effect on Buildings
0.006-0.019	Threshold of perception; possibility of intrusion.	Vibrations unlikely to cause damage of any type.
0.08	Vibrations readily perceptible.	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected. This criterion level may also be used for historical buildings, or buildings that are in poor condition.
0.10	Level at which continuous vibrations begin to annoy people.	Virtually no risk of "architectural" damage to normal buildings.
0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations).	Threshold at which there is a risk of "architectural" damage to normal dwelling-houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage.
0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges.	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage.

The vibration levels are based on peak particle velocity in the vertical direction. Where human reactions are concerned, the value is at the point at which the person is situated. For buildings, the value refers to the ground motion. No allowance is included for the amplifying effect, if any, of standard components.

Source: California Department of Transportation, Transportation Related Earthborne Vibrations, Technical Advisory Number TAV-02-01-R9601, February 20, 2002.

[45] *California Department of Transportation, Transportation Related Earthborne Vibrations, Technical Advisory Number TAV-02-01-R9601, February 20, 2002.*

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact With Mitigation. A significant impact may occur if the proposed project would generate excess noise that would cause the ambient noise environment at the project site to exceed noise level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance).

Implementation of the proposed project could result in the introduction of noise levels that may exceed permitted City noise levels. The primary sources of noise associated with the proposed project would be construction activities at the project site and project-related traffic, including delivery trucks, associated with operation of the proposed development. Secondary sources of noise would include new stationary sources (such as heating, ventilation, and air conditioning units) and increased human activity throughout the project site. The net increase in project site noise levels generated by these activities and other sources have been quantitatively estimated and compared to the applicable noise standards and thresholds of significance.

Aside from noise levels, groundborne vibration would also be generated during the construction phase of the proposed project by various construction-related activities and equipment. Thus, the groundborne vibration levels generated by these sources have also been quantitatively estimated and compared to applicable thresholds of significance.

Existing Ambient Daytime Noise Levels

Existing daytime noise levels were monitored at three on-site locations and two off-site locations in order to identify representative noise levels in various areas on May 29, 2008 between the hours of 10:30 AM and 12:00 PM. The noise survey was conducted using the Larson-Davis 831 precision noise meter, which meets and exceeds the minimum industry standard performance requirements for "Type 1" standard instruments as defined in the American National Standard Institute (ANSI) S1.4.

At the noise measurement locations, listed in Table IV-16, Existing Daytime Noise Levels at Selected Onsite and Offsite Locations, the sound level meter was programmed to record the average sound level (L_{eq}) over a cumulative period of 15 minutes. The average noise levels and sources of noise monitored at each location are shown in Table IV-6 with the locations identified in Figure IV-5, Noise Monitoring Locations. The existing daytime noise levels are characteristic of a typical urban commercial environment.

Table IV-16
Existing Daytime Noise Levels at Selected Offsite Locations

Noise Measurement Location	Primary Noise Sources	Noise Level Statistics		
		L_{eq}	L_{min}	L_{max}

(1) De Longpre Avenue south sidewalk, about 100 feet east of the corner of De Longpre and St. Andrews Place, facing north toward the back of the project site existing commercial use.	HVAC machines in back of building, light traffic and few pedestrians	64.2	60.1	80.0
(2) Western Avenue east sidewalk, about 200 feet south of the corner of Western and Sunset, facing west toward Carl's Jr. parking lot.	Consistent traffic (including buses) on both Western and Sunset, several pedestrians	71.8	57.5	85.3
(3) Sunset Avenue north sidewalk, about 140 feet east of the corner of Sunset and Western, in front of Walgreens Pharmacy and multi-story mixed use building.	Heavy traffic (including buses) on Sunset, several pedestrians	70.9	57.9	90.1
(4) Alleyway/Parking Lot between commercial use on Sunset and single-family homes on St. Andrews Place.	Few autos in parking lot, few pedestrians	59.2	52.9	77.5
Source: Christopher A Joseph and Associates, 2008				

Insert Figure IV-5 Noise Monitoring Locations

Existing Roadway Noise Levels Offsite

Existing roadway noise levels were calculated for the roadway links in the project vicinity that have noise-sensitive uses facing the roadways. This task was accomplished using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108) (the FHWA Model) and traffic volumes from the project traffic analysis. The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) utilized in the FHWA Model have been modified to reflect average vehicle noise rates identified for California by Caltrans. The Caltrans data show that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels. The average daily noise levels along these roadway segments are presented in Table IV-17, Existing Roadway Noise Levels Offsite.

Table IV-17
Existing Roadway Noise Levels Offsite

Roadway	Roadway Segment	Land Use	dBA CNEL
St. Andrews Place	North of Sunset Boulevard	Residential	57.4
	South of Sunset Boulevard	Commercial	59.2
Sunset Boulevard	West of St. Andrews Place	Commercial	71.2
	East of St. Andrews Place	Commercial	70.9
	West of Western Avenue	Commercial	70.7
	East of Western Avenue	Commercial	70.5
	West of Normandie Avenue	Commercial	70.3
	East of Normandie Avenue	Commercial	70.0
	West of Vermont Avenue	Commercial	69.9
	East of Vermont Avenue	Commercial	68.6
	West of Bronson Avenue	Commercial	71.3
	East of Bronson Avenue	Commercial	71.5
Western Avenue	North of Hollywood Boulevard	Commercial	70.4
	South of Hollywood Boulevard	Commercial	70.1
	North of Sunset Boulevard	Commercial	69.9
	South of Sunset Boulevard	Commercial	69.5
	North of De Longpre Avenue	Commercial	67.3
	South of De Longpre Avenue	Commercial	67.5
	North of Fountain Avenue	Commercial	67.5
	South of Fountain Avenue	Commercial	67.8
	North of Santa Monica Boulevard	Commercial	68.8
	South of Santa Monica Boulevard	Commercial	69.1
	North of Franklin Avenue	Residential	67.3
	South of Franklin Avenue	Commercial	67.5
Hollywood Boulevard	West of Western Avenue	Commercial	69.4
	East of Western Avenue	Commercial	69.4
	West of Bronson Avenue	Commercial	68.4
	East of Bronson Avenue	Commercial	68.8
De Longpre Avenue	West of Western Avenue	Commercial	54.5

Table IV-17 (Continued)
Existing Roadway Noise Levels Offsite

Roadway	Roadway Segment	Land Use	dBA CNEL
Fountain Avenue	West of Western Avenue	Commercial	66.1
	East of Western Avenue	Commercial	65.6
Santa Monica Boulevard	West of Western Avenue	Commercial	69.1
	East of Western Avenue	Commercial	69.2
	West of Vermont Avenue	Commercial	68.7
	East of Vermont Avenue	Commercial	67.8
	West of Normandie Avenue	Commercial	67.5
	East of Normandie Avenue	Commercial	67.4
	West of Bronson Avenue	Commercial	70.1
	East of Bronson Avenue	Commercial	70.0
Normandie Avenue	North of Sunset Boulevard	Residential	61.7
	South of Sunset Boulevard	Commercial	63.1
	North of Santa Monica Boulevard	Commercial	62.1
	South of Santa Monica Boulevard	Commercial	62.9
	North of Franklin Avenue	Residential	53.6
	South of Franklin Avenue	Residential	59.7
Vermont Avenue	North of Sunset Boulevard	Commercial	70.1
	South of Sunset Boulevard	Commercial	70.2
	North of Santa Monica Boulevard	Commercial	70.1
	South of Santa Monica Boulevard	Commercial	70.2
	North of Franklin Avenue	Residential	66.3
	South of Franklin Avenue	Commercial	66.7
Bronson Avenue	North of Santa Monica Boulevard	Commercial	60.6
	South of Santa Monica Boulevard	Commercial	53.2
	North of Sunset Boulevard	Commercial	62.2
	South of Sunset Boulevard	Residential	61.6
	North of Santa Monica Boulevard	Residential	61.9
	South of Santa Monica Boulevard	Residential	62.3
	North of Franklin Avenue	Residential	61.0
	South of Franklin Avenue	Residential	61.1
Franklin Avenue	West of Bronson Avenue	Commercial	68.7
	East of Bronson Avenue	Commercial	68.8
	West of Western Avenue	Commercial	68.9
	East of Western Avenue	Commercial	66.9
	West of Normandie Avenue	Residential	67.9
	East of Normandie Avenue	Residential	67.2
	West of Vermont Avenue	Residential	66.3
	East of Vermont Avenue	Residential	65.6

Source: Christopher A Joseph and Associates, 2008. Calculation data and results are provided in Appendix H.
Traffic Information Source: Overland Traffic Consultants, February 2008.

Construction Noise

Construction of the proposed project would require the use of heavy equipment for site clearing and grading, installation of piles, utilities, paving, and building fabrication. Development activities would

also involve the use of smaller power tools, generators, and other sources of noise. During each stage of development, there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the activity. The range for noise levels generated by typical, individual pieces of construction equipment is provided in Table IV-18, Noise Levels of Typical Construction Equipment.

Table IV-18
Noise Levels of Typical Construction Equipment a

Construction Equipment	Noise Levels in dBA CNEL at 50 feet [b]
Loader	85
Trucks	88
Cranes (moveable)	83
Cranes (derrick)	88
Concrete Vibrator	76
Excavator	85
Saws	76
Pneumatic Tool	85
Jackhammers	88
Pumps	76
Generators	81
Air Compressors	81
Concrete Mixers	85
Concrete Pumps	82
Back Hoe	80
Pile Driving (Impact)	101
Pile Driving (Sonic)	96
Dozer	85
Scraper	89
Grader	85
Paver	89

Notes:
Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.
The L_{eq} noise levels for each piece of construction equipment represent noise levels generated over a time period of one hour under free-field conditions (i.e., topography and ground effects are ignored).

Source: Harris Miller Miller & Hanson Inc., Transit Noise and Vibration Impact Assessment, May 2006.

The USEPA has also compiled data regarding the noise generating characteristics of typical construction activities, both with and without the use of equipment mufflers. These data, which represent composite construction noise, are presented in Table IV-19, Typical Outdoor Construction Noise Levels. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA L_{eq} measured at 50 feet from the

noise source to the receptor would reduce to 78 dBA L_{eq} at 100 feet from the source to the receptor, and reduce by another 6 dBA L_{eq} to 72 dBA L_{eq} at 200 feet from the source to the receptor.[46]

Table IV-19
Typical Outdoor Construction Noise Levels

Construction Phase	Noise Levels at 50 Feet dBA CNEL[a]	
	Standard	With Mufflers
Ground Clearing	79	77
Excavation & Grading	84	81
Foundations	73	72
Structural	80	78
Finishing	84	81

[a] *Based on eight hours of daytime construction activities.*

Source: U.S. EPA, 1971, as shown in City of Los Angeles, 1998.

The following is a list of medium and heavy equipment that is anticipated to be used during construction of the proposed project:

- 2 Rubber Tired Dozer;
- 1 Loader;
- 1 Excavator;
- 1 Rubber Tired Dozer;
- 1 Loader;
- 3 Concrete/Industrial Saws;
- 6 Pieces of Other Equipment (e.g. generators); and
- 3 Rough Terrain Forklifts.

Construction activities would primarily affect the Learning Center for Children located approximately 100 feet to the southwest of the project site and the existing residences located approximately 250 to 300 feet to the north and northeast of the project site. In addition, an Assistance League facility, located approximately 225 feet to the southwest of the project site, that provides short-term inpatient care, may be affected by construction of the proposed project.

Based on the information presented in Table IV-18, temporary construction noise levels could periodically reach 75 dBA CNEL for the Learning Center for Children facility. In addition, noise levels could also periodically reach 67.5 dBA CNEL for the Assistance League facility and 66 dBA CNEL for the residential uses to the north of the project site. As shown previously in Table IV-16, existing noise

[46] *Pile driving is not an anticipated activity that would be required in order to develop the proposed project.*

levels at the Learning Center for Children would average 59.2 dBA CNEL, the Assistance League facility would average approximately 54.5 dBA CNEL and the residential uses would average approximately 70.5 dBA CNEL due to traffic, resulting in a 15.8 dBA CNEL, 13 dBA CNEL and 11.5 dBA CNEL increase respectively during construction of the project. Therefore, construction activities would increase noise levels at these locations by more than five dBA CNEL for 10 days in a three month period as the proposed project would be expected to take several months to complete.

However, construction activities associated with the proposed project would only occur during the permitted hours designated in Section 41.40 of the LAMC and impacts would be considered less than significant for the residential uses and the Assistance League facility as construction would not occur during recognized sleep hours. However, because construction would be allowed to occur during school hours when children require quiet environments during class time, impacts may be potentially significant. Implementation of Mitigation Measures 11-1 through 11-10 would reduce noise levels associated with development of the project site to a less than significant level. No further analysis of this issue in an environmental impact report is necessary.

Mitigation Measures

11-1 The project shall comply with the City of Los Angeles Noise Ordinance No. 112.05 which prohibits the operation of any powered equipment or powered hand tool in any residential zone, or within 500 feet of a residential zone, which produces a maximum noise level exceeding the following noise limits at a distance of 50 feet between the hours of 7:00 AM and 10:00 PM:

- 75 dB(A) for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;

- 75 dB(A) for powered equipment of 20 horsepower or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools; or

- 65 dB(A) for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

However, the noise limitations above would not apply where compliance is deemed to be technically infeasible, which means that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or other feasible noise reduction device or techniques during the operation of the equipment.

11-2 The project shall comply with the City of Los Angeles Noise Ordinance No. 41.40 which restricts construction and demolition activities to the hours of 7:00 a.m. to 9:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday.

11-3 Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

11-4 The use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized to the extent feasible. Examples include the use of drills, jackhammers, and pile drivers.

11-5 Noise construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.

11-6 Equipment warm-up areas, water tanks, and equipment storage areas shall be located as far as possible from the surrounding residential uses and the Children's Learning Center.

11-7 The project contractor shall use power construction equipment with state-of-the-are noise shielding and muffling devices.

11-8 Flexible sound control curtains shall be placed around drilling apparatuses and drill rigs used within the project site, if sensitive receptors are located at, or within, 50 feet.

11-9 Two weeks prior to the commencement of construction at the project site, notification must be provided to the Learning Center for Children facility disclosing the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period.

11-10 The project developer shall provide a liaison to coordinate construction activities with the Learning Center for Children facility such that the loudest construction activities would occur during times when children are not napping or outside. In addition, a phone number and contact name shall be provided to the Learning Center for Children for school faculty to call for noise complaints.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact With Mitigation. A significant impact may occur if a project were to generate excessive vibration during construction or operation. Groundborne vibration levels resulting from construction activities occurring within the project site were estimated by data published by Harris Miller Miller & Hanson Inc. for the Federal Transit Administration. Potential vibration levels resulting from construction of the proposed project are identified for off-site locations that are sensitive to vibration.

Construction-Related Groundborne Vibration

Construction activities that would occur within the project site would include grading, which would have the potential to generate low levels of groundborne vibration. Table IV-20, Vibration Source Levels for Construction Equipment, identifies various vibration velocity levels for the types of construction equipment that would operate during the construction of the proposed project. Based on the information presented in Table IV-20, vibration levels could reach as high as approximately 87 VdB within 25 feet of the project site from the operation of construction equipment.

Table IV-20
Vibration Source Levels for Construction Equipment

Construction Equipment	Approximate VdB at 25 feet
Large Bulldozer	87
Caisson Drilling	87
Loaded Trucks	86
Jackhammer	79
Small Bulldozer	58
Source: Harris Miller Miller Hanson, Transit Noise and Vibration Impact Assessment, May 2006.	

Due to the use of construction equipment during the construction phase, the proposed project would expose the surrounding off-site sensitive uses to groundborne vibration. Such equipment could include large bulldozers, caisson drilling rigs, loaded trucks and small bulldozers, which would generate the vibration levels shown in Table IV-20. Table IV-21, Groundborne Vibration Levels at Off-site Sensitive Uses from Project Construction, shows the maximum construction-related groundborne vibration levels that would occur at the identified off-site sensitive uses during construction of the proposed project. These projected vibration levels represent the levels of groundborne vibration that would be experienced at these locations when equipment is operating at the property line immediately adjacent to the sensitive receptor.

As shown in Table IV-21, the existing off-site sensitive uses could be exposed to groundborne vibration levels ranging from 69.4 VdB at the multi-family residences located approximately 300 feet to the north of the project site and up to 82.4 VdB at the Learning Center for Children facility located approximately 100 feet to the southwest of the project site. Overall, the residential uses to the north and northeast of the project site would be exposed to vibration levels that would not exceed the Federal Railway Administration's (FRA) threshold of 80 VdB for residential uses where people normally sleep. However, even though vibration levels would not exceed the FRA's threshold of 83 VdB for institutional uses, these levels may reach as high as 82.4 VdB during site demolition at the Learning Center for Children and would result in an imperceptible difference from 83 Vdb. As such, the vibration impact at the Learning Center for Children would be potentially significant. Implementation of Mitigation Measure 11-11 would serve to reduce the vibration levels associated with development of the project site to a less than significant level.

Table IV-21
Groundborne Vibration Levels at Off-site Sensitive Uses From Project Construction

Off-site Sensitive Land Uses	Location	Distance to Project Site (feet)	Groundborne Vibration Levels (VdB) [a]
1. Multi-Family Residences	250 feet to the northeast of the project site.	250	71.0
2. Multi-family Residences	300 feet to the north of the project site.	300	69.4
3. Learning Center for Children	100 feet to the southwest of the project site.	100	82.4
4. Assistance League (inpatient) facility	225 feet to the southwest of the project site.	225	75.1

[a] *The vibration levels at the off-site sensitive uses are determined with the following equation from Harris Miller Miller & Hanson Inc.'s (HMMH) Transit Noise and Vibration Impact Assessment, Final Report: Lv(D)=Lv(25 ft) – 30log(D/25), where Lv = vibration level of equipment, D = distance from the equipment to the receiver, Lv(25 ft) = vibration level of equipment at 25 feet.*
Source: Christopher A. Joseph and Associates, 2008.

Mitigation Measures

11-11 Existing structure demolition located within 150 feet of the Learning Center for Children shall only occur after 6pm Monday through Friday or anytime on Saturday.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. Based upon the criteria established in the City of Los Angeles CEQA Thresholds Guide, a project would typically have a significant impact on noise levels from project operations if the project would increase the ambient noise levels by 3 dBA CNEL at the property line of homes where the resulting noise level would be at least 70 dBA CNEL or at the property line of commercial buildings where the resulting noise level is at least 75 dBA CNEL.

Long-term noise concerns from the development of the proposed project have the potential to affect offsite locations, resulting primarily from vehicular traffic utilizing the local roadways along affected roadway segments analyzed in the project Traffic Impact Analysis. To address these concerns roadway noise levels have been calculated for selected study street segments around the project site using the FHWA Model, which calculates the CNEL noise level for a particular reference set of input conditions, based on site-specific traffic volumes, distances, speeds and/or noise barriers. The average vehicle noise rates (energy rates) utilized in the FHWA Model have been modified to reflect average vehicle noise rates identified for California by Caltrans. Based on the Traffic Impact Analysis prepared for the proposed project, included as Appendix H to this Initial Study, in combination with an analysis of the surrounding land uses, roadway noise levels were forecasted to determine if the proposed project's vehicular traffic would result in a significant impact at offsite, noise-sensitive receptor locations.

Offsite locations in the project vicinity would experience a slight increase in noise resulting from the additional traffic generated by the proposed project. The increases in noise levels at noise-sensitive locations along the study-area roadway segments are identified in Table IV-22, Project Traffic Noise Impacts Offsite. This table lists the existing noise-sensitive uses located along the roadway segments in the project vicinity, and compares the existing roadway noise levels at these segments to the increase in noise levels that would result from the additional traffic generated by the proposed project.

Table IV-22
Project Traffic Noise Impacts Offsite

Roadway	Roadway Segment	Noise Levels in dBA CNEL				
		Future without Project	Future Plus Project	Increase	Significance Threshold	Significant?
St. Andrews Place	North of Sunset Boulevard	58.0	58.0	0.0	3.0	No
	South of Sunset Boulevard	59.7	60.3	0.6	3.0	No
Sunset Boulevard	West of St. Andrews Place	72.1	72.2	0.1	3.0	No
	East of St. Andrews Place	71.9	71.9	0.0	3.0	No
	West of Western Avenue	71.7	71.8	0.1	3.0	No
	East of Western Avenue	71.5	71.6	0.1	3.0	No
	West of Normandie Avenue	71.3	71.3	0.0	3.0	No
	East of Normandie Avenue	71.1	71.1	0.0	3.0	No
	West of Vermont Avenue	71.0	71.1	0.1	3.0	No
	East of Vermont Avenue	70.1	70.1	0.0	3.0	No
	West of Bronson Avenue	71.5	71.5	0.0	3.0	No
	East of Bronson Avenue	71.9	72.0	0.1	3.0	No
Western Avenue	North of Hollywood Boulevard	71.0	71.1	0.1	3.0	No
	South of Hollywood Boulevard	70.8	70.9	0.1	3.0	No
	North of Sunset Boulevard	70.8	70.8	0.0	3.0	No
	South of Sunset Boulevard	70.2	70.4	0.2	3.0	No
	North of De Longpre Avenue	68.0	68.2	0.2	3.0	No
	South of De Longpre Avenue	68.2	68.4	0.2	3.0	No
	North of Fountain Avenue	68.3	68.4	0.1	3.0	No
	South of Fountain Avenue	68.6	68.7	0.1	3.0	No
	North of Santa Monica Boulevard	69.7	69.8	0.1	3.0	No
	South of Santa Monica Boulevard	70.1	70.2	0.1	3.0	No
	North of Franklin Avenue	67.4	67.5	0.1	3.0	No
	South of Franklin Avenue	67.7	67.8	0.1	3.0	No
Hollywood Boulevard	West of Western Avenue	70.8	70.8	0.0	3.0	No
	East of Western Avenue	70.6	70.7	0.1	3.0	No
	West of Bronson Avenue	68.9	68.9	0.0	3.0	No
	East of Bronson Avenue	69.2	69.2	0.0	3.0	No

Table IV-22 (Continued)
Project Traffic Noise Impacts Offsite

Roadway	Roadway Segment	Noise Levels in dBA CNEL				
		Future without Project	Future Plus Project	Increase	Significance Threshold	Significant?
De Longpre Avenue	West of Western Avenue	54.6	57.2	2.6	5.0	No
Fountain Avenue	West of Western Avenue	66.2	66.2	0.0	3.0	No
	East of Western Avenue	65.8	65.8	0.0	3.0	No
Santa Monica Boulevard	West of Western Avenue	69.6	69.7	0.1	3.0	No
	East of Western Avenue	69.8	69.9	0.1	3.0	No
	West of Vermont Avenue	69.5	69.5	0.0	3.0	No
	East of Vermont Avenue	68.5	68.5	0.0	3.0	No
	West of Normandie Avenue	68.3	68.4	0.1	3..0	No
	East of Normandie Avenue	68.4	68.5	0.1	3.0	No
	West of Bronson Avenue	70.5	70.6	0.1	3.0	No
	East of Bronson Avenue	70.4	70.4	0.0	3.0	No
Normandie Avenue	North of Sunset Boulevard	62.1	62.1	0.0	5.0	No
	South of Sunset Boulevard	63.4	63.4	0.0	5.0	No
	North of Santa Monica Boulevard	62.6	62.7	0.1	35.0	No
	South of Santa Monica Boulevard	63.1	63.1	0.0	5.0	No
	North of Franklin Avenue	54.0	54.1	0.1	5.0	No
	South of Franklin Avenue	59.9	60.0	0.1	5.0	No
Vermont Avenue	North of Sunset Boulevard	70.0	70.0	0.0	3.0	No
	South of Sunset Boulevard	70.2	70.2	0.0	3.0	No
	North of Santa Monica Boulevard	70.3	70.5	0.2	3.0	No
	South of Santa Monica Boulevard	70.4	70.5	0.1	3.0	No
	North of Franklin Avenue	66.4	66.4	0.0	3.0	No
	South of Franklin Avenue	67.0	67.0	0.0	3.0	No
Bronson Avenue	North of Santa Monica Boulevard	60.9	60.9	0.0	5.0	No
	South of Santa Monica Boulevard	54.7	54.7	0.0	5.0	No
	North of Sunset Boulevard	62.6	62.6	0.0	5.0	No
	South of Sunset Boulevard	62.5	62.5	0.3	5.0	No
	North of Santa Monica Boulevard	62.8	62.8	0.0	5.0	No
	South of Santa Monica Boulevard	63.3	63.3	0.0	5.0	No
	North of Franklin Avenue	62.6	62.6	0.0	5.0	No
	South of Franklin Avenue	62.4	62.4	0.0	5.0	No
Franklin Avenue	West of Bronson Avenue	69.8	69.9	0.1	3.0	No
	East of Bronson Avenue	69.9	69.9	0.0	3.0	No
	West of Western Avenue	69.8	69.8	0.0	3.0	No
	East of Western Avenue	68.2	68.2	0.0	3.0	No
	West of Normandie Avenue	68.8	68.9	0.1	3.0	No

Table IV-22 (Continued)
Project Traffic Noise Impacts Offsite

Roadway	Roadway Segment	Noise Levels in dBA CNEL				
		Future without Project	Future Plus Project	Increase	Significance Threshold	Significant?
	East of Normandie Avenue	68.1	68.1	0.0	3.0	No
	West of Vermont Avenue	67.3	67.3	0.0	3.0	No
	East of Vermont Avenue	66.6	66.7	0.1	3.0	No

Traffic Information Source: Overland Traffic Consultants, February 2008.
Table Source: Christopher A. Joseph and Associates, 2008.

As shown, the proposed project would increase local noise levels by a maximum of 2.6 dBA CNEL for the roadway segment of De Longpre Avenue, west of Western Avenue. It should be noted that several of the analyzed roadway segments would not experience an increase in roadway noise as a result of the proposed project. Because the increase in local noise levels at all of the analyzed roadway segments resulting from implementation of the proposed project would not exceed the 3.0 dBA CNEL threshold established under the Los Angeles CEQA Thresholds Guide, they would not represent a substantial permanent increase in ambient noise levels. Therefore, this impact would be less than significant. No further analysis of this issue in an environmental impact report is necessary.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. A significant impact may occur if the proposed project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the proposed project.

The California Government Code Section 65302(g) requires that a noise element be included in the General Plan of each county and city in the State. The Noise Element of the City of Los Angeles General Plan is intended to identify sources of noise and provide objectives and policies that ensure that noise from various sources does not create an unacceptable noise environment. Overall, the City's Noise Element describes the noise environment (including noise sources) in the City, addresses noise mitigation regulations, strategies, and programs as well as delineating federal, state, and City jurisdiction relative to rail, automotive, aircraft, and nuisance noise. It is a tool that City planners use to achieve and maintain compatible land uses with environmental noise levels.

The City's noise standards are correlated with land use types in order to maintain identified ambient noise levels and to limit, mitigate, or eliminate intrusive noise that exceeds the ambient noise levels within a

specified land use. Table IV-23, Community Noise Exposure (CNEL), lists the noise/land use compatibility guidelines for land uses within the City of Los Angeles.[47]

Table IV-23
Community Noise Exposure (CNEL)

Land Use	Normally Acceptable[a]	Conditionally Acceptable[b]	Normally Unacceptable[c]	Clearly Unacceptable[d]
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 70
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 80
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 65
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 70
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

[a] Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
[b] Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
[c] Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
[d] Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: Office of Noise Control, California Department of Health Services (DHS).

In accordance with the Noise Element of the City of Los Angeles General Plan, a noise exposure of up to 60 dB CNEL exposure is considered to be the most desirable target for the exterior of noise-sensitive land uses, or sensitive receptors, such as single-family homes. In addition, a noise exposure of up to 65 dB CNEL exposure is considered to be the most desirable target for the exterior of motels and hotels. It is also recognized that such a level may not always be possible in areas of substantial traffic noise intrusion. Exposures up to 70 dB CNEL for noise-sensitive uses are considered conditionally acceptable if all measures to reduce such exposure have been taken. Noise levels above 70 dB CNEL are normally unacceptable for sensitive receptors except in unusual circumstances.

[47] *The City's noise/land use compatibility guidelines for land uses are derived from the guidelines prepared by the California Department of Health Services (DHS), Office of Noise Control.*

HVAC Systems

Upon buildout of the proposed project, new sources of noise would include stationary sources such as rooftop heating, ventilation, and air conditioning (HVAC) systems for the proposed commercial retail uses. Large HVAC systems associated with the proposed commercial retail uses could result in noise levels that average between 50 and 65 dBA L_{eq} at 50 feet from the source. As 24-hour CNEL noise levels are about 6.7 dBA greater than 24-hour L_{eq} measurements, the HVAC equipment associated with the commercial and retail uses could generate noise levels that average between 57 to 72 dBA CNEL at 50 feet when the equipment is operating continuously over a 24-hour period. As discussed previously, noise attenuates at approximately 6 dBA per doubling of distance. Therefore, noise generated by the use of HVAC units associated with the proposed project would produce maximum noise levels of approximately 59 dBA at the nearest sensitive receptor. As such, the noise levels generated by these large HVAC units would not exceed the City's exterior noise level standard of 65 dBA CNEL residential uses. Thus, the residential uses off-site would not be exposed to noise levels that exceed the City's noise standards and impacts would be less than significant. No further analysis of this issue in an environmental impact report is necessary.

Parking Facilities

Noise would also be generated by activities within the proposed structured parking facilities on the project site. It is anticipated that sources of noise from the structured parking facility located throughout the project site would include tires squealing, engines accelerating, doors slamming, and car alarms. Noise levels at the parking facilities would fluctuate with the amount of automobile and human activity at the site. During times when the largest number of people would enter and exit the project site, the noise levels would range from 60 to 70 dBA L_{eq}. There would also be times in the day when very little activity would occur and noise levels would average 50 to 60 dBA L_{eq}. The exterior-to-interior reduction of newer residential units in California is generally 30 dBA or more. This reduction is a result of the use of standard building materials such as drywall and insulation and exterior finishes such as wood, brick or stucco. Therefore, noise generated by the operation of the proposed parking facilities would result in interior noise levels of 30 to 40 dBA L_{eq} at 50 feet. These noise levels would be similar to existing interior noise levels for surrounding residential uses. Thus, impacts associated with noise generated as a result of the operation of the proposed project would not adversely affect the surrounding residential uses, and impacts would be less than significant. No further analysis of this issue in an environmental impact report is necessary.

Loading Dock and Solid Waste Collection Noise

Intermittent noise levels would occur in association with delivery vehicle operations, loading dock activities and solid waste collection for the proposed commercial/retail uses at the project site. The primary noise sources associated with the loading docks include heavy trucks stopping (air brakes), backing into the loading dock (back-up alarm), and pulling out of the loading dock (engine noise). Once a truck has backed into the dock, it is typically unloaded from the inside of the store using a forklift or hand cart, and most of the unloading noise is contained within the building and truck trailer. Loading activities (e.g., idling, backing, and using hydraulic liftgates) involving small- to medium-sized trucks

generate noise in the range of 60 to 65 dBA at 50 feet from the source, while larger trucks generate noise in the range of 70 to 75 dBA at 50 feet. Trash collection activities typically also generate noise levels ranging from 70 to 75 dBA at 50 feet.

It is anticipated that the loading area would be located at the back of the Target store with trucks accessing the loading area from Western Avenue, turning left onto De Longpre Avenue. After unloading, trucks would turn right onto De Longpre Avenue and then right onto St. Andrews Place to Sunset Boulevard. The location of the loading area is approximately 150 feet from the Children's Learning Center to the southwest and approximately 350 feet from the nearest residences. As discussed previously, noise attenuates at approximately 6 dBA per doubling of distance. Therefore noise generated by the use of loading docks associated with the proposed project would produce maximum noise levels of approximately 66 dBA at the Children's Learning Center and approximately 60 dBA at the nearest residences to the southwest. In addition, the loading docks and trash collection areas would be located in an enclosed portion of the building. As discussed previously, newer construction provides an approximate 20-30 dBA reduction in ambient noise levels. Therefore, because noise levels associated with operation of potential loading docks and trash pick-up activities would not exceed the 65 dBA CNEL threshold for residences, impacts would be less than significant. No further analysis of this issue in an environmental impact report is necessary.

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

No Impact. 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 in the vicinity of a project site. The closest airport is the Burbank-Glendale-Pasadena airport located approximately seven miles northwest of the project site. The project site is not located within the boundaries of an airport land use plan. Therefore, no impact would occur and no further analysis of this issue in an environmental impact report is necessary.

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

No Impact. This question would apply to a project only if the project site were in the vicinity of a private airstrip and would subject area residents and workers to substantial noise levels from aircraft operations. The project site is not located within the vicinity of a private airstrip. No impact would occur and no further analysis of this issue in an environmental impact report is necessary.

Cumulative Impacts

Less than Significant Impact. The continued development throughout the City would result in intermittent, short-term noise impacts associated with construction. Construction activities could result in significant short-term noise impacts on sensitive land uses in the vicinity of the project site. The duration of these localized impacts would be limited to the construction phases of the individual projects. All

construction activities taking place within the City would be subject to the City of Los Angeles's requirements and regulations.

With Noise Element compliance, the combined impact of the construction noise from the proposed project and existing noise levels on interior and exterior noise levels on adjacent properties would be significant but of short duration. Based on the analysis presented earlier in this section, the noise levels associated with project construction activities would not exceed City standards and would not increase ambient noise levels at adjacent locations by more than 10 dBA L_{eq}. Therefore, the proposed project would not contribute to the cumulative construction-related noise impact regarding the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinances, or applicable standards of other agencies and the creation of a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. The nearest related project to the project site is Related Project No.61, a ten pump gas station located directly to the east of the project site. This related project, along with all the related projects listed in Table II-2, would be subject to the City of Los Angeles Noise Ordinance No. 112.05, which reduces construction noise impacts to the maximum extent feasible by prohibiting loud, unnecessary, and unusual construction noise within 500 feet from any residential zone, and LAMC Section 41.40, which limits the hours of allowable construction activities. Conformance with these City requirements would reduce construction-related noise for related projects and impacts would be less than significant.

In addition, all related projects listed in Table II-2 would require exterior walls to be constructed to provide a Sound Transmission Class of 50 of greater as defined in UBC No. 35-1, 1979 edition or any amendment thereto, or to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room. Conformance with these requirements would reduce operational-related noise. As such the proposed project would not contribute to a cumulatively considerable noise impact and cumulative noise impacts would be less than significant.

The analysis of noise impacts of the project shown in Table IV-22 includes the impact from traffic associated with the related projects as well as the proposed project. As shown, the cumulative increase in roadway noise would be below the significance threshold. Therefore, roadway noise impacts would not be cumulatively considerable. In addition, with Noise Ordinance compliance, the combined impact of the operational noise levels from the proposed project and existing noise levels on interior and exterior noise levels on adjacent properties would be less than significant and, therefore, not cumulatively considerable. No further analysis of this issue in an environmental impact report is necessary.

12. POPULATION AND HOUSING

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

Less Than Significant Impact. A significant impact may occur if a project were to locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing

population growth that would otherwise not have occurred as rapidly or in as great a magnitude. As part of its comprehensive planning process for the Southern California region, the SCAG has divided its jurisdiction into 14 subregions. The project site is located within the City of Los Angeles subregion, which includes all areas within the boundaries of the City of Los Angeles. In 2005, the City of Los Angeles Subregion had an estimated permanent population of approximately 3,955,392 persons and approximately 1,306,079 residences.[48] By the year 2010, SCAG forecasts an increase to 4,057,484 persons, a 2 percent increase, and 1,366,985 residences, a 5 percent increase. Because population and housing impacts are most importantly recognized at the local level, analyzing housing and population characteristics by Community Plan Area (CPA) can be a more accurate method of predicting potential impacts. The project site is located within the Hollywood CPA. The proposed project's impacts with respect to population and housing are discussed below.

Population

The construction of the proposed project would not include any residential housing. As such, the proposed project would not introduce permanent residents to the Hollywood CPA. Therefore, the project would have no impact on population growth. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

In addition, the construction of the proposed project would create temporary construction-related jobs. However, the work requirements of most construction projects are highly specialized so that construction workers remain at a job site only for the time frame in which their specific skills are needed to complete a particular phase of the construction process. Project-related construction workers would not be likely to relocate their household's place of residence as a consequence of working on the proposed project and, therefore, no permanent residents would be generated as a result of the construction of the proposed project.

The commercial component of the proposed project would generate approximately 431 jobs.[49] While new employment opportunities would be created with the project, most of the expected employees would be drawn from the existing labor force in the region and would not require the need to relocate or place a demand for housing in the area. It is possible that some of the future employees would be permanent residents to the area; however, it is unlikely that this growth would be substantial in the context of the growth forecasted for the City of Los Angeles or the Hollywood CPA. Thus, any impacts on area population growth would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

[48] *SCAG, Adopted 2008 RTP Growth Forecast, by City, website: http://www.scag.ca.gov/forecast/index.htm, accessed October 17, 2008.*

[49] *Assumes 2.2371 employees per 1,000 sf of retail uses. Source: School Fee Justification Studies for Los Angeles Unified School District, September 2002.*

Housing

The proposed project does not include a residential component and there no existing residential uses on the project site that would be demolished as part of the project; therefore, the proposed project would not exceed any housing projections for the region, city, or CPA (see also Section 9(b)). Therefore, no impact would occur with respect to housing projections. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

b) Would the project displace substantial numbers of existing 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, necessitating construction of replacement housing elsewhere. The project site is currently occupied by a one-story commercial building that includes various commercial businesses. The existing project site does not contain any existing housing; therefore, development of the proposed project would not demolish any existing housing and would not require construction of replacement housing. No impact would occur. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact may occur if a project would result in the displacement of existing residents, necessitating the construction of replacement housing elsewhere. Based on the existing on-site uses, no people currently reside on the project site. Therefore, no people would be displaced by the proposed project and no impact would occur. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Cumulative Impacts

Less Than Significant Impact. As discussed above, the proposed project would not result in any significant impacts to population growth or housing. Regardless of any potential impacts that could occur as a result of development of the related projects, the proposed project would not contribute to any cumulative impacts related to population and housing. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

The Hollywood CPA projected a 2010 population of 219,000 residents. The City of Los Angeles estimated that the Hollywood CPA population in 2007 was 224,859 residents, and the number of residential housing units was 101,707.[50] As such, based on the City of Los Angeles 2007 population estimate, the Hollywood CPA already exceeds the Hollywood Community Plan's 2010 population

[50] *Los Angeles Department of City Planning, City of Los Angeles Population & Housing Profile, Community Plan Area: Hollywood Community, website: http://cityplanning.lacity.org, accessed October 17, 2008.*

projection by approximately 5,859 residents. The project would not contribute any new residents or housing units, and would not further exceed the Hollywood CPA population projection.

Seventy-six related projects consisting of present and reasonably foreseeable probable future residential projects in the Hollywood CPA would result in approximately 6,748 additional residential dwelling units (see Section II, Project Description, Table II-2, Related Projects).[51] These units would result in an additional population of 16,870 persons, based on an average of 2.5 persons per dwelling unit. It is assumed that building activity has occurred in the Hollywood CPA since the City published its 2007 estimate, and other growth not reflected in the list of related projects has occurred. Therefore, the Hollywood CPA is over capacity according to the 1988 plan and the 76 related projects would add additional housing and population. However, as the Hollywood CPA is 20 years old and is currently in the process of being updated, it is assumed that the population projection is no longer applicable to this area. Therefore, impacts are assumed to be less than significant. No mitigation measures are required, and no further analysis of this issue is necessary in an environmental impact report.

13. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government 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 objective for any of the following public services:

(i) Fire protection?

Less Than Significant Impact. A significant impact may occur if the project exceeded the capability of existing fire stations and emergency personnel to serve the project site to such an extent that new or physically altered facilities would be required, the construction of which would result in substantial adverse physical impacts. The LAFD considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to Section 57.09.07A of the LAMC, the maximum response distance between residential land uses and a LAFD fire station that houses an engine or truck company is 1.5 miles; for a commercial land use, the distance is one mile for a LAFD fire station that houses an engine company and 1.5 miles for a LAFD fire station that houses a truck company. If either of these distances were exceeded, all structures located in the applicable residential or commercial area would be required to install an automatic fire sprinkler system. The project site is served by Fire Station 82 at 1800 N. Bronson Avenue, Los Angeles, which is located less than 1 mile south of the project site. The project site would also be served by Fire Station 27 located at 1327 North Cole Avenue, Hollywood, which is approximately 1.3 miles northeast of the project site; and by Fire Station 35 which is located at 1601 Hillhurst Avenue, Los Angeles, approximately 1.4 miles east

[51] *In Table II-2, Related Projects No. 1, 3, 4, 5, 7, 8, 10, 11, 12, 17, 18, 21-24, 26, 27-30, 32-34, 36-39, 43, 45-48, 50, 55-57, 60, 62-63, 65-67, 69, 71, and 74-75 contain residential components and are located within the Hollywood Community Plan area.*

of the project site. Under LAMC criteria, the existing fire response distance to the project would be adequate.

The required fire flow is closely related to the type and size of land use. Under the Los Angeles Fire Code, this project would be reviewed as an industrial and commercial occupancy, consistent with other types of business and uses near the project site. Additionally, there are at least two other "big box" retail stores in the immediate area surrounding the project site. Therefore the hydrant flow requirements would be based on fire flow figures for High Density and Commercial Centers. The minimum fire flow requirements for the proposed project would be at least 12,000 gallons per minute (gpm), however this figure is subject to a field inspection of the general area as well as the proposed development and could potentially increase by 2,000 to 8,000 gpm. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. As previously noted, the proposed project is not anticipated to generate permanent residents, but it would generate approximately 431 full and part-time employees. As such, the proposed project could potentially increase the demand for LAFD services; however, it is not anticipated to increase service ratios, response times, or other performance objectives to the extent that substantial adverse physical impacts would result from the construction of new or physically altered fire facilities. Any potential changes in existing hydrants along the project frontage would be reviewed by the LAFD prior to site plan approval. Standard LAFD regulations, including access, fire flow and fire prevention measures would be applied to the project as standard conditions of approval by the LAFD and the City Planning Department.

Construction staging for the project is not anticipated to block adjacent roadways and would not interfere with LAFD access to the site or surrounding properties. The proposed project would comply with all applicable provisions in the City of Los Angeles Fire and Building Codes. In addition, the LAFD would be consulted during final building design to ensure adequate Code compliance prior to issuance of any construction permits. It is anticipated that the overall fire flow for the proposed project can bet met by the existing water system serving the project site; however, any necessary improvements to ensure that fire flows would be adequate to serve the project would be undertaken as part of the project.

Additionally, the project would include installation of burglar and fire sprinkler alarm systems that would be connected to an Underwriters Laboratory-listed 24 hour monitoring station and local police and/or fire departments.

Since the project would be within a one-mile fire response distance, provide adequate fire flow and access, and meet building fire safety regulations, impacts with respect to fire services would be less than significant. With compliance with all LAMC and fire code requirements, no mitigation measures are required. No further analysis of this issue in an environmental impact report is necessary.

Cumulative Impacts

Less Than Significant Impact. The proposed project, in combination with the related projects would increase the demand for fire protection services. Specifically, there would be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing

mechanisms (e.g., property taxes, government funding) to which the proposed project and related projects would contribute. Furthermore, at present, the CEQA process has already been completed for a replacement Fire Station No. 82 in the Hollywood area; the design process for the new station is currently underway.[52] On this basis, it is anticipated that cumulative impacts to fire protection would be less than significant. No additional mitigation measures would be required and no further analysis of this issue in an environmental impact report is necessary.

(ii) Police protection?

Less Than Significant Impact with Mitigation. A significant impact may occur if the project exceeded the capability of the City of Los Angeles Police Department (LAPD) to adequately serve the proposed project, necessitating new or physically altered facilities, the construction of which could cause significant environmental impacts. The proposed project would be served by the LAPD Hollywood Community Police Station located at 1358 N. Wilcox Avenue, Hollywood, approximately 1.4 miles west of the project site, and within the Hollywood area in Reporting District 669. The Hollywood Community Police Station, which is under the jurisdiction of the West Bureau, serves a community area encompassing 17.51 square miles, including the project site, and contains a population of approximately 300,000.[53] For the purposes of the LAPD, the Hollywood Community boundaries are defined as: Sunset Boulevard to the North, Santa Monica Boulevard to the South, Western Avenue to West and Normandie Avenue to the East. The station currently has 330 sworn officers and 24 civilian staff representing an officer to population ratio of approximately 909 residents per officer.[54] The average response time to emergency calls for service is approximately 5.8 minutes.

Implementation of the proposed project would result in an increase of site visitors and employees within the project site, thereby generating a potential increase in the number of service calls from the project site. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons would be anticipated to occur as a result of the increased onsite activity and increased traffic on adjacent streets and arterials. With the addition of the project's on-site activity, the resident/officer ratio in the West Bureau would be reduced. Although demand for police services is based on residential population, the conservative assumption is that the total potential occupancy of the project would include approximately 431 employees. Since the ratio of residents per officer is approximately 900, it is assumed that the addition of 431 employees would not create the demand for an additional officer. Under the conservative assumption that the project would require the addition of one officer to maintain the existing service level in the Hollywood Community Police Station service area, it is not anticipated that the addition of one officer would require the enlargement or the construction of a police station, the

[52] *Los Angeles 2000, Prop F, Fire Facilities Bond, Progress Report, April 2008, website: http://eng.lacity.org/projects/fire_bond/documents/current_monthly_report.pdf, page 9.*

[53] *Website http://www.lapdonline.org/hollywood_community_police_station/content_basic_view/1665, accessed May 9, 2008.*

[54] *Correspondence with Douglas C. Miller, Lieutenant, Los Angeles Police Department, dated June 2, 2008.*

construction of which would cause significant environmental impacts. Nonetheless the construction of a project of this size could have a significant impact on police services in the Hollywood Area. Therefore, as noted in Section II, Project Description, the Applicant would provide on-site security personnel, which would reduce the need for police services. In addition, the proposed project would incorporate crime prevention measures into project design as well as implement comprehensive safety and security measures, including adequate and strategically positioned functional and thematic lighting to enhance public safety. Visually obstructed and infrequently accessed "dead zones" would be limited and, where possible, security controlled to limit public access. The building and layout design of the proposed project would also include crime prevention features, such as nighttime security lighting and secure parking facilities. In addition, the continuous visible and non-visible presence of people at all times of the day would provide a sense of security during evening and early morning hours. These preventative and proactive security measures would decrease the amount of service calls the LAPD would receive.

Additionally, the proposed project would be subject to LAPD review and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. Upon completion of the project, the Hollywood Area Commanding Officer would be provided with a diagram of each portion of the property, and this diagram would include access routes and any additional information that may facilitate police response to the project site. Overall, no new or expanded police station is anticiapted to be required as a result of the proposed project. However, the project may create potential challenges for the police department by increasing opportunities for criminal activities on or near the site. Therefore, with implementation of Mitigation Measure 13-1, in addition to the security measures that would be implemented as part of the project as outlined in Section II, Project Description, the proposed project's impact would be reduced to a less-than-significant level. No additional mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Mitigation Measure

13-1. The project plans shall incorporate design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. The plan shall be developed in consultation with the Police Department and Design Out Crime Guidelines: Crime Prevention Through Environmental Design published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213) 485-3134.

Cumulative Impacts

Less Than Significant Impact. Construction of the proposed project in conjunction with the related projects would result in an increase in the demand for police services. The related projects would generate approximately 16,870 (2.5 persons/dwelling unit * 6,748 dwelling units = 16,870) permanent residents and would increase the police service population in the Hollywood Area. Additionally, the

project, in combination with the related projects, would increase the demand for police services associated with commercial and retail uses. This cumulative increase in the police service population would be expected to increase demand for additional LAPD staffing, equipment, and facilities over time. Under existing crime and police activity rates and the current population/officer ratio, the increase in population is anticipated to generate the demand for approximately 19 additional officers. As with the project, related projects would implement safety and security features according to LAPD recommendations. If arrest rates and level of demand drop due to the implementation of on-site safety measures, fewer officers may be required since the potential for crimes per population may decrease. The existing West Bureau is currently staffed by 330 sworn personnel and the addition of 19 officers is comparatively small. The addition of 19 officers is not anticipated to exceed the service capacity of the Division's existing facilities to the extent that the extensive construction of new facilities would be required. Therefore, the cumulative impact with respect to police services would be less than significant.

Furthermore, any required additional staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding), to which the proposed project and related projects would contribute.

(iii) Schools?

No Impact. A significant impact may occur if a proposed project includes substantial employment or population growth, which could generate demand for school facilities that exceeds the capacity of the schools serving the project site. The proposed project is in an area that is currently served by several Los Angeles Unified School District (LAUSD) public schools, as well as several private schools and after-school programs.

The proposed project would redevelop an existing commercial site along highly urbanized segments of Sunset Boulevard and Western Avenue. The proposed project would not generate any permanent residents. The approximately 431 people that would be employed by the project's 192,680 square foot commercial uses are not anticipated to generate significant numbers of new students that would be introduced to project area schools. Using figures from the LAUSD Commercial/Industrial Development School Fee Justification Study completed in September 2002, it is estimated that the project commercial uses would generate a total of 17 students throughout the City of Los Angeles, of which approximately 3 would be elementary students (based on 0.0156 students per 1,000 square feet of commercial use), 1 would be a middle school student (based on 0.0070 students per 1,0000 square feet of commercial use), and 13 would be high school students (based on 0.067 students per 1,000 square feet of commercial use). As such, the proposed project would not exceed the capacity of any existing or proposed schools. Furthermore, although the proposed project's impact to schools would be less than significant, the payment of school fees in conformance with SB 50 would be mandatory, and therefore no impact would occur with respect to schools. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Cumulative Impacts

Less Than Significant Impact. The proposed project would not generate any new permanent residents who would introduce new students into project area schools, but the proposed project's commercial use may generate approximately 17 new students. As a result of the development of the project in combination with the related projects, it is anticipated that a cumulative increase in the demand for school services would occur. The evaluation of related project's impacts on schools would be conducted on a project-by-project basis in conjunction with each individual project proposal. It is likely that the small number of students generated by the proposed project's commercial use, as well as some of the students generated by the related projects, would already reside in areas served by the LAUSD and be enrolled in LAUSD schools. However, for a conservative analysis, it is assumed that all the students generated by the proposed project commercial use and the related projects would be new to the LAUSD.

Additional schools are being constructed in the project area. However, there is no excess capacity to house the projected student enrollment and the construction of the new schools may not alleviate overcrowding. Therefore, to be conservative, it is concluded that the LAUSD schools that would serve the proposed project and the related projects would operate over capacities with cumulative student generation, and new or expanded schools could be needed. However, as mandated by state law, the Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees which a developer may be required to pay to mitigate a project's impact on school facilities. As such, the applicants of the related projects, in addition to the proposed project, would be required to pay a school fee to the LAUSD to help reduce cumulative impacts on school services. Compliance with the provisions of SB 50 is deemed to provide full and complete mitigation of school facilities impacts. The proposed project as well as the related projects would be required to pay these fees as applicable. Therefore, the full payment of all applicable school fees would reduce potential cumulative impacts to schools to less than significant levels.

(iv) Parks?

No Impact. A significant impact to parks may occur if implementation of a project includes a new or physically altered park or creates the need for a new or physically altered park, the construction of which could cause substantial adverse physical impacts. The City of Los Angeles Department of Recreation and Parks manages all municipally owned and operated recreation and park facilities within the City. Within the Hollywood CPA, there are approximately 95 acres of neighborhood, community, and regional parks.[55]

The following parks are located within a two-mile radius of the proposed project:

- Barnsdall Art Park, 7020 Franklin Avenue;
- Selma Park, 6567 Selma Avenue; and

[55] *City of Los Angeles, Los Angeles Citywide General Plan Framework Draft Environmental Impact Report, Table R-1: City Parks in each CPA, January 19, 1995, page 2.14-3.*

- Yucca Park, 6671 Yucca Street.

The following recreation centers are located within a two-mile radius of the proposed project:[56]

- Barnsdale Recreation Center, 7020 Franklin Avenue;
- Bellevue Recreation Center, 826 Lucille Avenue;
- Hollywood Recreation Center, 1122 Cole Avenue;
- Lemon Grove Recreation Center, 4959 Lemon Grove Avenue; and
- Yucca Community Center, 6671 Yucca Street.

In general, employees of commercial sites are less likely to patronize parks during working hours as they are more likely to use parks and recreational facilities near their homes during non-work hours. The proposed project would not introduce any permanent residents to the project area. As such, the project would not be anticipated to increase the demand for parks in the vicinity. Therefore, no impact would occur with respect to demand for parks. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Cumulative Impacts

Less Than Significant Impact. As discussed above, the proposed project would not generate any permanent residents that would increase demand for parkland in the project area. As such, the proposed project would not have the potential to combine with the related projects to increase the demand for parks in the project area. With respect to the related projects, the evaluation of impacts to parks would be conducted on a project-by-project basis in conjunction with the development proposals for each project. However, it is anticipated that the related residential projects would be required to dedicate onsite parkland and/or pay Quimby or Parkland Fees to alleviate their impacts to parks, which would generally reduce impacts to a less than significant level. Therefore, the proposed project would not combine with the related projects to create a cumulatively considerable impact to parks or recreational facilities, and the cumulative park impacts would be less than significant.

(v) Other governmental facilities (including roads)?

No Impact. A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve the project site, necessitating a new or physically altered library, the construction of which would have significant physical impacts on the environment. The impact of a project on library services is based mainly on the future residential population that would be served by the library. The project area is served by the Los Angeles Public Library's Frances Howard Goldwyn-Hollywood Regional Branch Library, located at 1623 N. Ivar Avenue, approximately 1.3 miles west of

[56] *City of Los Angeles Department of Parks and Recreation, Center Locator, website: http://routemap.lacity.org/rp/rp.htm, accessed May 21, 2008.*

the project site.[57] This branch is within the City's standard two-mile radius of the project site.[58] The proposed project, which would provide approximately 192,680 square feet of commercial area, would not introduce any permanent residents to the project area, and as such, would not be anticipated to increase the demand for library facilities in the vicinity; in general, employees of commercial sites are less likely to patronize libraries during working hours, as they are more likely to use library facilities near their homes during non-work hours. Therefore, no impact would occur with respect to library demand. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Cumulative Impacts

Less Than Significant Impact. As discussed above, the proposed project would not generate any permanent residents that would increase library demands in the project area. As such, the proposed project would not have the potential to combine with the related projects to increase the demand for library facilities in the project area. With respect to the related projects, the evaluation of impacts to libraries would be conducted on a project-by-project basis in conjunction with the development proposals for each project, and mitigation measures required would be implemented to reduce any potentially significant impacts. As the proposed project would not combine with residential related projects to create a cumulative demand for library facilities in the project area, cumulative library impacts would be less than significant.

14. RECREATION

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

No Impact. A significant impact may occur if a project would include substantial employment or population growth which could generate an increased demand for park or recreational facilities that would exceed the capacity of existing parks and causes premature deterioration of the park facilities. The proposed project would provide approximately 192,680 square feet of commercial area. As such, the proposed project would not introduce permanent residents to the project area. Therefore, the proposed project would not increase the use or deterioration of parks and recreational facilities in the vicinity, and no impact would occur with respect to the deterioration of park or recreational facilities. No additional mitigation measures would be required and no further analysis of this issue in an environmental impact report is necessary.

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[57] *City of Los Angeles Public Library, Branch Libraries: Frances Howard Goldwyn-Hollywood Regional Branch Library, website: http://www.lapl.org/branches/11.html, accessed May 9, 2008.*

[58] *City of Los Angeles, Los Angeles Citywide General Plan Framework Draft Environmental Impact Report, Figure L-1, page 2.13-8, January 1995.*

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, the construction of which would have a significant adverse effect on the environment. The proposed project would provide approximately 192,680 square feet of commercial area. As such, the proposed project would not introduce permanent residents to the project area and the proposed project would not increase the demand for park and recreational facilities in the vicinity. Furthermore, the proposed project does not include nor would it necessitate a park or recreational facility component, the construction of which could have an adverse environmental impact. Therefore, no impact would occur with respect to the construction or expansion of recreational facilities. No mitigation measures would be required and no further analysis of this issue in an environmental impact report is necessary.

Cumulative Impacts

Less Than Significant Impact. As analyzed in the cumulative impact section of Question 13(a)(iv), the proposed project would not generate any permanent residents that would necessitate parkland or recreational facilities in the project area. As such, the proposed project would not have the potential to combine with the related projects to increase the demand for parks or recreational facilities in the project area. With respect to the related projects, the evaluation of impacts on recreational facilities would be conducted on a project-by-project basis in conjunction with the development proposals for each project. However, it is anticipated that the related residential projects would be required to dedicate onsite parkland and/or pay Quimby or Parkland Fees to alleviate their impacts to parks and recreational facilities, which would generally reduce impacts to a less than significant level. As the proposed project would not combine with residential related projects to create a cumulative demand for new, or deterioration of existing recreational facilities in the project area, cumulative recreational facility impacts would be less than significant.

15. TRANSPORTATION AND TRAFFIC

The analysis provided below is based, in part, on the results of the Traffic Impact Analysis prepared by Overland Traffic Consultants, February 2008. A copy of this report is included as Appendix H.

a) Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number or vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

Less Than Significant Impact with Mitigation. A significant impact may occur where a project would contribute a substantial amount of traffic to existing roadways and intersections. The potential impacts of the project were evaluated in accordance with the assumptions, methodology, and procedures approved by the LADOT. The Traffic Impact Analysis included an analysis of existing traffic and future (2010) traffic conditions before and after completion of the proposed project in the AM and PM peak-hours at the following 21 study intersections (determined in consultation with LADOT):

1. US -101 Southbound On-Ramp and Sunset Boulevard (unsignalized);
2. Wilton Place and US -101 Northbound Off-Ramps/Taft Way (unsignalized);
3. Saint Andrews Place and Sunset Boulevard;
4. Western Avenue and Hollywood Boulevard;
5. Western Avenue and Sunset Boulevard;
6. Western Avenue and De Longpre Avenue;
7. Western Avenue and Fountain Avenue;
8. Western Avenue and US-101 Northbound On-Ramp;
9. Western Avenue and Santa Monica Boulevard;
10. Normandie Avenue and Sunset Boulevard;
11. Vermont Avenue and Sunset Boulevard;
12. Vermont Avenue and Santa Monica Boulevard;
13. Normandie Avenue and Santa Monica Boulevard;
14. Bronson Avenue and Santa Monica Boulevard;
15. Bronson Avenue and Sunset Boulevard;
16. US -101 Southbound Ramps/Van Ness and Harold Way;
17. Bronson Avenue and Hollywood Boulevard;
18. Bronson Avenue and Franklin Avenue;
19. Western Avenue and Franklin Avenue;
20. Normandie Avenue and Franklin Avenue; and
21. Vermont Avenue and Franklin Avenue.

These intersections are along the primary access routes to and from the project site and are those expected to be most directly impacted by project traffic. The locations of these study intersections relative to the project site are shown in Figures IV-6 and IV-7, Study Intersection Locations.

Additionally the following three residential street segments were analyzed for the neighborhood traffic impact analysis pursuant to LADOT:

1. St. Andrews Place north of Fountain Avenue;
2. St. Andrews Place north of Fernwood Avenue; and
3. Fernwood Avenue east of St. Andrews Place.

Insert Figure IV-6 Study Intersection Locations

Insert Figure IV-7 Study Intersection Locations Continued

Existing Street System

The project site and surrounding uses are well-served by major east-west streets that provide access to the project area in Hollywood, including Franklin Avenue, Hollywood Boulevard, Sunset Boulevard and Santa Monica Boulevard. Key north-south streets serving the study area include Bronson Avenue, Wilton Place, Western Avenue, Normandie Avenue and Vermont Avenue. Additionally, two freeways provide regional transportation opportunities, with surface street access to all of these facilities less than two miles from the project site. Freeways serving the project site include the Hollywood Freeway (US-101), approximately one-quarter mile west, and the Santa Monica Freeway (I-10) approximately four and one half miles south. The local and regional transportation facilities serving the project site and surrounding area are described in more detail below.

Freeways

Hollywood Freeway (US-101). This freeway, located west of the project site, extends in a northwesterly/southeasterly direction, generally providing four through travel lanes in each direction, along with various auxiliary lanes at ramps and interchanges. It is a direct route from its interchange with the Golden State Freeway (I-5) southeast of Downtown Los Angeles through the Cahuenga Pass to the San Fernando Valley. Near Downtown Los Angeles, the Hollywood Freeway interchanges with the Harbor/Pasadena Freeways (SR-110), which provides additional north-south regional access between Pasadena and the Los Angeles Harbor. Project access to the Hollywood Freeway is available via ramps located on Hollywood Boulevard, Sunset Boulevard, Western Avenue and Santa Monica Boulevard. This freeway averages traffic volumes of 220,000 vehicles per day measured at Sunset Boulevard. Regionally the Hollywood Freeway/Ventura Freeway (as it changes name north of Hollywood) provides access northerly through Ventura County and beyond. The Hollywood Freeway terminates southerly on the east end of downtown Los Angeles with connection to other regional freeways including the San Bernardino Freeway, the Golden State Freeway and the Harbor Freeway.

Santa Monica Freeway (I-10). This freeway is located approximately four and one half miles south of the project site. It extends easterly from the City of Santa Monica through Downtown Los Angeles, where it continues easterly as the San Bernardino Freeway into San Bernardino and Riverside Counties. The Santa Monica Freeway has four travel lanes in each direction, with auxiliary lanes between some ramp locations.

Streets and Highways

Sunset Boulevard. Sunset Boulevard is a designated major highway with two to three lanes in each direction in the project vicinity. Metered parking is permitted on both sides of the street during off peak traffic hours. Sunset Boulevard provides direct access to the southbound on-ramp and northbound off-ramp of the Hollywood Freeway.

Western Avenue. Western Avenue is a designated major highway south of Franklin Avenue, and a secondary highway to the north of Franklin Avenue. This roadway provides two lanes in each direction with left turn pockets at most major intersections

Hollywood Boulevard. Hollywood Boulevard is a designated major highway with two lanes in each direction in the project vicinity and left-turn lanes provided at most intersections. Hollywood Boulevard provides full access to the Hollywood Freeway.

Bronson Avenue. Bronson Avenue is a designated secondary highway from its southerly terminus at Santa Monica Boulevard to Franklin Avenue, then downgrades to a collector street northerly there from.

Wilton Place. Wilton Place is a designated secondary highway with one to two lanes in each direction in the project vicinity.

De Longpre Avenue. De Longpre Avenue is a two block long east-west local street along the southern boundary of the project. The street terminates east of the Hollywood Freeway and at Western Avenue.

Saint Andrews Place. Saint Andrews Place is a north-south local roadway along the western boundary of the project.

Normandie Avenue. This roadway is a designated secondary highway.

Vermont Avenue. This roadway is a designated secondary highway.

A number of public transportation options are available in the project vicinity. Local public transportation in the study area is provided by the Metro, the LADOT Dash service, and the Metro Rail Red Line. The Hollywood community is serviced by the Metro Rail Red line which provides subway and rail service to and from North Hollywood and Downtown Los Angeles. The downtown service provides connection to region wide rail and bus service. There is a red line station at Hollywood Boulevard and Western Avenue, three blocks north of the project site. Local bus routes serving this area of Hollywood include Metro routes 2, 302 and 175 along Sunset Boulevard. Services provided along Western Avenue include Metro Routes 207 and 757. The City provides the Hollywood Dash Service which provides shuttle service along Franklin Avenue, Sunset Boulevard and Fountain Avenue. In addition, the project would provide bicycle racks in accordance with the Vermont/Western SNAP Development Standards and Design Guidelines.

Methodology and Level of Service

The traffic analysis was performed using established traffic engineering techniques. The methodology used in the Traffic Impact Analysis for the analysis and evaluation of traffic operations at each study intersection is based on procedures outlined in Circular Number 212 of the Transportation Research Board.[59] In the discussion of Critical Movement Analysis (CMA) for signalized intersections, procedures have been developed for determining operating characteristics of an intersection in terms of the Level of Service (LOS) provided for different levels of traffic volume and other variables, such as the number of signal phases. The term "Level of Service" describes the quality of traffic flow. LOS A to C operate

[59] *Interim Materials on Highway Capacity, Circular Number 212, Transportation Research Board, Washington, D.C., 1980.*

quite well. LOS D typically is the level for which a metropolitan area street system is designed. LOS E represents volumes at or near the capacity of the highway which might result in stoppages of momentary duration and fairly unstable flow. LOS F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

A determination of the LOS at an intersection, where traffic volumes are known or have been projected, can be obtained through a summation of the critical movement volumes at that intersection. Once the sum of critical movement volumes has been obtained, the values indicated in Table IV-24, Critical Movement Volume Ranges for Determining Levels of Service, can be used to determine the applicable LOS.

Table IV-24
Critical Movement Volume Ranges for Determining Levels of Service

Level of Service	Maximum Sum of Critical Movements (VPH)		
	Two Phase	Three Phase	Four or More Phases
A	900	855	825
B	1,050	1,000	965
C	1,200	1,140	1,100
D	1,350	1,275	1,225
E	1,500	1,425	1.375
F	---Not Applicable---		

Note: For planning applications only, i.e., not appropriate for operations and design applications.
Source: Overland Traffic Consultants, February 2008.

"Capacity" represents the maximum total hourly movement volume of vehicles in the critical lanes which has a reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions. For planning purposes, capacity equates to the maximum value of LOS E, as indicated in Table IV-24. The CMA values used in the Traffic Impact Analysis were calculated by dividing the sum of critical movement volumes by the appropriate capacity value for the type of signal control present at the study intersections. Thus, the LOS corresponding to a range of CMA values is shown in Table IV-25, Level of Service as a Function of CMA Values.

Table IV-25
Level of Service as a Function of CMA Values

Range of CMA Values	LOS	Intersection Operation
≤ 0.600	A	Uncongested; vehicles clear in a single cycle.
$> 0.600 \leq 0.700$	B	Minimal congestion; vehicles clear in a single cycle.
$> 0.700 \leq 0.800$	C	Light congestion; occasional backups on critical approaches.
$> 0.800 \leq 0.900$	D	Congestion on critical approaches, but intersection functional. Vehicles may wait through more than one cycle. No long standing lines formed.
$> 0.900 \leq 1.000$	E	Severe congestion with some long-standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.
> 1.000	F	Forced flow with stoppages of long duration.

Source: Overland Traffic Consultants, February 2008.

Significant Traffic Impact Criteria

LADOT defines a significant traffic impact attributable to a project based on a "stepped scale", with intersections experiencing high volume-to-capacity ratios being more sensitive to additional traffic than those operating with more available capacity. According to LADOT policy, a significant impact is identified as an increase in the CMA value, due to project-related traffic, of 0.010 or more when the final (with project) Level of Service is LOS E or F, a CMA increase of 0.020 or more when the final Level of Service is LOS D, or a CMA increase of 0.040 or more at LOS C. No significant impacts are deemed to occur at LOS A or B, as these operating conditions exhibit sufficient surplus capacities to accommodate large traffic increases with little effect on traffic delays. These criteria are summarized in Table IV-26, LADOT Criteria for Significant Traffic Impact.

Table IV-26
LADOT Criteria for Significant Traffic Impact

LOS	Final CMA	Project-Related Increase in CMA
A, B	$\leq$ 0.700	No Impacts
C	0.700 - 0.800	$\geq$ 0.04
D	> 0.800 - 0.900	$\geq$ 0.02
E, F	> 0.900	$\geq$ 0.01

Source: Overland Traffic Consultants, February 2008.

Existing (2007) Traffic Volumes

Peak hour traffic volumes, intersection geometrics, and traffic controls for existing conditions at the 21 study intersections were obtained from manual traffic counts and field surveys to determine the typical weekday peak hour operating condition. Traffic counts were conducted by counting the number of vehicles at each of the 21 study intersections making each movement. The peak hour volume for each intersection was then determined by finding the four highest consecutive 15-minute volumes for all movements. Figures IV-8, IV-9, IV-10, and IV-11 show the peak hour traffic count data for the study area. Twenty-four hour counts were also collected at the three residential street segments for the neighborhood traffic impact analysis pursuant to LADOT.

By applying the capacity procedures to the intersection data, the CMA values and the corresponding LOS for existing traffic conditions were calculated at each intersection. The LOS values are summarized in Table IV-27. As shown therein, most study area intersections currently operate at an acceptable LOS (LOS A to LOS D). The intersections of Western Avenue and Hollywood Boulevard, Western Avenue and Sunset Boulevard, and Western Avenue and Franklin Avenue are currently operating at LOS F or E during one or both peak hours. All supporting data is included in Appendix H.

Insert Figure IV-8 Existing AM Peak Hour Traffic

Insert Figure IV-9 Existing AM Peak Hour Traffic

Insert Figure IV-10 Existing PM Peak Hour Traffic

Insert Figure IV-11 Existing PM Peak Hour Traffic

Table IV-27
Existing (2007) CMA and LOS

No.	Intersection	Peak Hour	CMA	LOS
1	US -101 Southbound On-Ramp & Sunset Blvd	AM	0.496	A
		PM	0.611	B
2	Wilton Place and US -101 Northbound Off-Ramps/Taft Way Southbound Off-Ramp	AM	0.836	D
		PM	0.689	B
3	Saint Andrews Place and Sunset Boulevard	AM	0.612	B
		PM	0.567	A
4	Western Avenue and Hollywood Boulevard	AM	1.039	F
		PM	1.156	F
5	Western Avenue and Sunset Boulevard	AM	0.833	D
		PM	0.911	E
6	Western Avenue and De Longpre Avenue	AM	0.556	A
		PM	0.516	A
7	Western Avenue and Fountain Avenue	AM	0.674	A
		PM	0.764	B
8	Western Avenue and US-101 Northbound On-Ramp	AM	0.798	C
		PM	0.737	C
9	Western Avenue and Santa Monica Boulevard	AM	0.740	C
		PM	0.837	D
10	Normandie Avenue and Sunset Boulevard	AM	0.471	A
		PM	0.572	A
11	Vermont Avenue and Sunset Boulevard	AM	0.586	A
		PM	0.798	C
12	Vermont Avenue and Santa Monica Boulevard	AM	0.555	A
		PM	0.606	B
13	Normandie Avenue and Santa Monica Boulevard	AM	0.652	B
		PM	0.761	C
14	Bronson Avenue and Santa Monica Boulevard	AM	0.574	A
		PM	0.608	B
15	Bronson Avenue and Sunset Boulevard	AM	0.578	A
		PM	0.614	B
16	US -101 Southbound Ramps/Van Ness and Harold Way	AM	0.563	A
		PM	0.494	A
17	Bronson Avenue and Hollywood Boulevard	AM	0.522	A
		PM	0.597	A
18	Bronson Avenue and Franklin Avenue	AM	0.569	A
		PM	0.694	B
19	Western Avenue and Franklin Avenue	AM	1.064	F
		PM	0.889	D
20	Normandie Avenue and Franklin Avenue	AM	0.496	A
		PM	0.660	B
21	Vermont Avenue and Franklin Avenue	AM	0.720	C
		PM	0.813	D

Source: Overland Traffic Consultants, February 2008.

Project Impacts and Future Traffic Conditions

Highway Dedications and Street Standards

As apart of the project's environmental review, the City of Los Angeles will review the adjacent street standards and may require additional street dedications and improvements.

Sunset Boulevard and Western Avenue are both designated major highway class II streets. The standard for a major highway is 104 feet of right-of-way consisting of an 80 foot wide street with 12-foot sidewalks on each side. The half street dedication and street improvement requirements are therefore 52 feet of right-of-way with a 40 foot wide street and 12 foot sidewalks on each side. A flare section (114 feet right-of-way and 90 foot roadway) is also required at the intersection of two major highways to provide for dual left-turn channelization.

A review of City files shows that Sunset Boulevard is currently developed with a total right-of-way of 100 feet (50 feet each side). The street is developed to approximately 70 feet in width consisting of 2-35-foot half streets. The south sidewalk is 15 feet in width. Therefore, the project proposes a 5 – 10 foot street widening from St. Andrews Place to Western Avenue and a 2-foot to 7-foot street dedication along the project's Sunset Boulevard frontage. In addition, per LADOT request, the project includes a 3-foot easement along Sunset Boulevard to accommodate a 15-foot sidewalk.

A review of the city files shows that Western Avenue is currently developed with a total right-of-way of 90 feet (40 feet westerly half). The street is developed to approximately 70 feet in width consisting of 30 feet westerly half. The west sidewalk is 10 feet in width. Therefore, the project proposes a 10 - 15 foot street widening from De Longpre Avenue to Sunset Boulevard and a 12 - 17 foot street dedication along the project's Western Avenue frontage. In addition, per LADOT request, the project includes a 3-foot easement along Sunset Boulevard to accommodate a 15-foot sidewalk.

St. Andrews Place and De Longpre Avenue are both designated local streets. A local street standard in commercial areas calls for a 60-foot right-of-way with a 40-foot wide roadway and 10-foot sidewalks on each side. St. Andrews Place and De Longpre Avenue are both constructed to their designated standards. In addition, per LADOT request, the project includes a 2-foot easement along St. Andrews Place to accommodate a 12-foot sidewalk.

Trip Generation

Traffic-generating characteristics of many land uses have been surveyed and documented in studies conducted under the auspices of the Institute of Transportation Engineers (ITE). This information is available in the manual, Trip Generation, 7th Edition, 2003, published by ITE. The trip generation rates in the ITE manual are nationally recognized, and are used as the basis for most traffic studies conducted in the City of Los Angeles and the surrounding region.

The ITE studies indicate that the land uses associated with the proposed project generally exhibit the trip-making characteristics as shown by the trip rates in Table IV-28. On the basis of the ITE trip generation rates and internal capture for the commercial retail uses with a Target anchor store, estimates of the

project's driveway traffic volume were then calculated. Given the site area's proximity to various attractions and transit opportunities (including A number of public transportation options are available in the project vicinity. Local public transportation in the study area is provided by the Metro, the LADOT Dash service, and the Metro Rail Red Line. The Hollywood community is serviced by the Metro Rail Red line which provides subway and rail service to and from North Hollywood and Downtown Los Angeles. The downtown service provides connection to region wide rail and bus service. There is a red line station at Hollywood Boulevard and Western Avenue, three blocks north of the project site. Local bus routes serving this area of Hollywood include Metro routes 2, 302 and 175 along Sunset Boulevard. Services provided along Western Avenue include Metro Routes 207 and 757. The City provides the Hollywood Dash Service which provides shuttle service along Franklin Avenue, Sunset Boulevard and Fountain Avenue. Neither the construction nor operation of the proposed project would involve the relocation, replacement, or hinder the function of any of these public transportation facilities. In addition, the project would provide bicycle racks in accordance with the Vermont/Western SNAP Development Standards and Design Guidelines. Therefore, the proposed project's impacts on alternative transportation facilities would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary. Given the proximity to transit, a 20 percent transit reduction was applied to the retail components of the proposed project. An additional 10 percent internal reduction was applied to the proposed commercial retail uses for voluntary pedestrian enhancements to the project. As documented by LADOT in their traffic study guidelines, a traffic discount was then applied for the vehicles which are already on the roadway and pass-by the proposed uses.

LADOT requires that immediately adjacent intersections to the project do not incorporate pass-by discounts. In the case with this project, no pass-by trip discounts would be taken at the study intersections on Sunset Boulevard at Saint Andrews Place, and at Western Avenue or on Western Avenue at De Longpre Avenue, located immediately north and east of the project site, respectively.

Table IV-28
Trip Generation Rates

Description	Code	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Discount Store	815	56.02	0.57	0.27	0.84	2.53	2.53	5.06
Shopping Center	820	42.94	0.63	0.40	1.03	1.80	1.95	3.75
Supermarket	850	102.04	1.98	1.27	3.25	5.33	5.12	10.45
Pharmacy/Drug Store without Drive-thru	880	90.06	1.89	1.31	3.20	4.21	4.21	8.42
Apparel Store	870	66.40	0.80	0.20	1.00	1.92	1.92	3.83
Fast Food without Drive-thru	933	716.00	26.32	17.55	43.87	13.34	12.81	26.15

Note: Trip generation rate per 1,000 square feet.
Source: Overland Traffic Consultants, February 2008.

The results of the project's trip generation calculations, including adjustments for internal, transit and pass-by trips are summarized in Table IV-29, Project Trip Generation. As shown, the project is

forecasted to generate approximately 3,702 net daily trips, including an overall reduction in trips during the AM peak hour and a net of 400 trips during the PM peak hour (195 inbound, 204 outbound).

Trip Distribution and Assignment

A primary factor affecting trip direction is the spatial distribution of population and employment centers which would generate project trip origins and destinations. The estimated project directional trip distribution is also based on the study area roadway network, traffic flow patterns in and out of this area of Hollywood and consistency with previously approved traffic studies for the Hollywood area.

Figure IV-12, illustrates the estimated area wide project traffic distribution percentages. Figures IV-13 and IV-14 show the estimated project traffic percentages at the selected study intersections. Using the traffic assignment at each intersection and the estimated peak hour traffic volumes as provided in Table IV-29, morning peak hour traffic volumes at each study location have been calculated and are shown in Figures IV-15 and IV-16. Estimated afternoon project traffic volumes are illustrated in Figures IV-17 and IV-18. This estimated assignment of the project traffic flow provides the information necessary to analyze the potential traffic impacts generated by the project at the study intersections.

Table IV-29
Project Trip Generation

Use	Size (sf)	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Proposed Project								
Discount Store	194,935	10,920	111	53	164	493	493	986
Transit Credit	*20%*	*(2,184)*	*(11)*	*(11)*	*(33)*	*(99)*	*(99)*	*(197)*
Pass-by	*30%*	*(2,621)*	*(27)*	*(13)*	*(40)*	*(118)*	*(118)*	*(237)*
Subtotal Discount Store		***6,115***	***62***	***30***	***92***	***276***	***276***	***552***
Shopping Center	*27,655*	*1,188*	*17*	*11*	*28*	*50*	*54*	*104*
Internal Capture	*10%*	*(119)*	*(2)*	*(1)*	*(3)*	*(5)*	*(4)*	*(9)*
Transit Credit	*20%*	*(214)*	*(3)*	*(2)*	*(4)*	*(18)*	*(20)*	*(38)*
Pass-by	*50%*	*(428)*	*(6)*	*(4)*	*(10)*	*(18)*	*(20)*	*(38)*
Subtotal Shopping Center	***-***	***428***	***6***	***4***	***10***	***17***	***20***	***37***
Subtotal Project	***-***	***6,544***	***68***	***34***	***102***	***293***	***296***	***589***
Existing Use								
Supermarket	25,500	2,607	50	32	82	136	131	267
Internal Capture	*10%*	*(261)*	*(5)*	*(3)*	*(8)*	*(14)*	*(13)*	*(27)*
Transit Credit	*40%*	*(235)*	*(5)*	*(3)*	*(8)*	*(12)*	*(12)*	*(24)*
Pass-by	*40%*	*(845)*	*(16)*	*(10)*	*(26)*	*(44)*	*(42)*	*(86)*
Subtotal Supermarket	***-***	***1,267***	***24***	***16***	***40***	***66***	***64***	***130***
Pharmacy	25,500	2,297	48	33	81	107	107	214
Internal Capture	*10%*	*(230)*	*(5)*	*(3)*	*(8)*	*(11)*	*(11)*	*(22)*
Transit Credit	*40%*	*(207)*	*(4)*	*(3)*	*(7)*	*(10)*	*(10)*	*(20)*
Pass-by	*40%*	*(744)*	*(16)*	*(11)*	*(26)*	*(35)*	*(35)*	*(70)*
Subtotal Pharmacy	***-***	***1,116***	***23***	***16***	***39***	***51***	***51***	***102***
Apparel Store	5,00	332	4	1	5	10	10	20
Transit Credit	*10%*	*(33)*	*0*	*0*	*0*	*(1)*	*(1)*	*(2)*
Subtotal Apparel Store	***-***	***299***	***4***	***1***	***5***	***9***	***9***	***18***
Fast Food	2,790	1,998	73	49	122	37	36	73
Internal Capture	*10%*	*(200)*	*(7)*	*(5)*	*(12)*	*(4)*	*(4)*	*(8)*

Transit Credit	*10%*	*(180)*	*(7)*	*(4)*	*(11)*	*(3)*	*(3)*	*(6)*
Pass-by	*50%*	*(809)*	*(30)*	*(20)*	*(50)*	*(15)*	*(15)*	*(30)*
Subtotal Fast Food	**-**	***809***	***29***	***20***	***49***	***15***	***14***	***29***
Subtotal Existing	**-**	***3,491***	***80***	***53***	***133***	***141***	***138***	***279***
Net Project Trips	**-**	***3,053***	***(12)***	***(20)***	***(32)***	***152***	***158***	***310***
Net Project Trips without Pass-by Credit	**-**	**3,702**	**(41)**	**(43)**	**(84)**	**195**	**204**	**400**

Source: Overland Traffic Consultants, February 2008.

Insert Figure IV-12 Project Traffic Distribution

Insert Figure IV-13 Project Traffic Percentages

Insert Figure IV-14 Project Traffic Percentages continued

Insert Figure IV-15 Project Traffic AM

Insert Figure IV-16 Project Traffic AM continued

Insert Figure IV-17 Project Traffic PM

Insert Figure IV-18 Project Traffic PM continued

Related Projects

In addition to the use of an ambient growth rate of one percent per year, which reflects increases in traffic due to regional growth that is not specific to any one project, a list of potential related projects in the study area that might be developed within the time frame as the proposed project were obtained from LADOT, and area periodicals including the Los Angeles Business Journal, Hollywood Economic Development Update. A review of this information indicated that a total of 76 related projects exist within the general project area. The list identifies those projects that could produce additional traffic at the study intersections by the future study year 2010.

The locations of these related projects are shown in Figure II-16, Related Projects. The trip generation for the related projects was determined by applying the appropriate trip generation rates and equations from the ITE manual, Trip Generation, 7th Edition. These trip generation rates and equations are included in Appendix H.

An additional analysis was requested by LADOT to determine the potential project traffic impacts without St. Andrews Place between De Longpre Avenue and Fountain Avenue (a street vacation request has been filed with the city). It is estimated that five percent of the project's traffic would use St. Andrews Place to and from Fountain Avenue. Moving this traffic volume from St. Andrews Place to Western Avenue does not create any additional significant traffic impacts reported in the Traffic Impact Analysis. The capacity analysis with this rerouted traffic by way of the intersections of Western Avenue and Fountain and through Western Avenue and De Longpre Avenue is contained in Appendix H.

Analysis of Future (2010) Traffic Conditions, Without and With Project

The potential traffic impact of the Future (2010) Without Project traffic condition has been calculated by adding the existing traffic volume, the ambient growth factor (one percent per year to the year 2010) and traffic from the related projects. Future (2010) Without Project peak hour traffic volume estimates are shown in Figures IV-19, IV-20, IV-21 and IV-22 for the AM and PM peak hours. The Future (2010) Without Project LOS traffic conditions are shown in Table IV-30.

Insert Figure IV-19 Future Without Project Traffic AM

Insert Figure IV-20 Future Without Project Traffic AM continued

Insert Figure IV-21 Future Without Project Traffic PM

Insert Figure IV-22 Future Without Project Traffic PM continued

Table IV-30
Future (2010) Without Project CMA and LOS

No.	Intersection	Peak Hour	Existing (2007)		Future (2010) w/o Project		Growth
			CMA	LOS	CMA	LOS	
1	US -101 Southbound On-Ramp & Sunset Blvd	AM	0.496	A	0.595	A	0.099
		PM	0.611	B	0.755	C	0.144
2	Wilton Place and US -101 Northbound Off-Ramps/Taft Way Southbound Off-Ramp	AM	0.836	D	0.870	D	0.034
		PM	0.689	B	0.749	C	0.060
3	Saint Andrews Place and Sunset Boulevard	AM	0.612	B	0.720	C	0.108
		PM	0.567	A	0.696	B	0.129
4	Western Avenue and Hollywood Boulevard	AM	1.039	F	1.244	F	0.205
		PM	1.156	F	1.505	F	0.349
5	Western Avenue and Sunset Boulevard	AM	0.833	D	0.969	E	0.136
		PM	0.911	E	1.087	F	0.176
6	Western Avenue and De Longpre Avenue	AM	0.556	A	0.620	B	0.064
		PM	0.516	A	0.591	A	0.075
7	Western Avenue and Fountain Avenue	AM	0.674	A	0.725	C	0.051
		PM	0.764	B	0.850	D	0.086
8	Western Avenue and US-101 Northbound On-Ramp	AM	0.798	C	0.913	E	0.115
		PM	0.737	C	0.932	E	0.195
9	Western Avenue and Santa Monica Boulevard	AM	0.740	C	0.847	D	0.107
		PM	0.837	D	1.058	F	0.221
10	Normandie Avenue and Sunset Boulevard	AM	0.471	A	0.585	A	0.114
		PM	0.572	A	0.673	B	0.101
11	Vermont Avenue and Sunset Boulevard	AM	0.586	A	0.683	B	0.097
		PM	0.798	C	0.939	E	0.141
12	Vermont Avenue and Santa Monica Boulevard	AM	0.555	A	0.620	B	0.065
		PM	0.606	B	0.687	B	0.081
13	Normandie Avenue and Santa Monica Boulevard	AM	0.652	B	0.735	C	0.083
		PM	0.761	C	0.885	D	0.124
14	Bronson Avenue and Santa Monica Boulevard	AM	0.574	A	0.628	B	0.054
		PM	0.608	B	0.673	B	0.065
15	Bronson Avenue and Sunset Boulevard	AM	0.578	A	0.757	C	0.179
		PM	0.614	B	0.772	C	0.158
16	US -101 Southbound Ramps/Van Ness and Harold Way	AM	0.563	A	0.628	B	0.065
		PM	0.494	A	0.620	B	0.126
17	Bronson Avenue and Hollywood Boulevard	AM	0.522	A	0.617	B	0.095
		PM	0.597	A	0.693	B	0.096
18	Bronson Avenue and Franklin Avenue	AM	0.569	A	0.751	C	0.182
		PM	0.694	B	0.926	E	0.232
19	Western Avenue and Franklin Avenue	AM	1.064	F	1.176	F	0.112
		PM	0.889	D	1.049	F	0.232
20	Normandie Avenue and Franklin Avenue	AM	0.496	A	0.556	A	0.060
		PM	0.660	B	0.802	D	0.142
21	Vermont Avenue and Franklin Avenue	AM	0.720	C	0.810	D	0.090
		PM	0.813	D	0.972	E	0.159

Source: Overland Traffic Consultants, February 2008.

Project traffic volumes (Figures IV-15 through IV-18) were then combined with the Future (2010) Without Project volumes to develop the Future (2010) With Project volumes, which were used to determine traffic impacts directly attributable to the project. The Future With Project morning and afternoon peak-hour traffic volumes are shown in Figures IV-23 and IV-24, Future (2010) Traffic Volumes - With Project (AM Peak Hour) and Figures IV-25 and IV-26, Future (2010) Traffic Volumes - With Project (PM Peak Hour).

The results of the analysis of future traffic conditions at the study intersections are summarized in Table IV-31. As shown in this table, although the addition of project traffic would increase the CMA values at all of the study intersections during both peak hours, the incremental traffic added by the proposed project would result in a change in LOS at only four of the study intersections, only one of which would operate at LOS E. None of these four intersections would operate at LOS F. Under future conditions both Without and With Project traffic, it is estimated that 13 of the study intersections would continue to have acceptable levels of service (LOS A through LOS D) during both peak hours, while the remaining 9 study intersections are forecasted to operate at LOS E or F during one or both peak hours.

Table IV-31
Future (2010) With Project CMA and LOS

No.	Intersection	Peak Hour	Future (2010) w/o Project		Future (2010) w/ Project		Growth
			CMA	LOS	CMA	LOS	
1	US -101 Southbound On-Ramp & Sunset Blvd	AM	0.595	A	0.595	A	0.000
		PM	0.755	C	0.769	C	0.014
2	Wilton Place and US -101 Northbound Off-Ramps/Taft Way Southbound Off-Ramp	AM	0.870	D	0.868	D	-0.002
		PM	0.749	C	0.765	C	0.016
3	Saint Andrews Place and Sunset Boulevard	AM	0.720	C	0.712	C	-0.008
		PM	0.696	B	0.744	C	0.048
4	Western Avenue and Hollywood Boulevard	AM	1.244	F	1.242	F	-0.002
		PM	1.505	F	1.522	F	0.017
5	Western Avenue and Sunset Boulevard	AM	0.969	E	0.955	E	-0.014
		PM	1.087	F	1.151	F	0.064
6	Western Avenue and De Longpre Avenue	AM	0.620	B	0.605	A	-0.015
		PM	0.591	A	0.710	C	0.119
7	Western Avenue and Fountain Avenue	AM	0.725	C	0.724	C	-0.001
		PM	0.850	D	0.868	D	0.018
8	Western Avenue and US-101 Northbound On-Ramp	AM	0.913	E	0.911	E	-0.002
		PM	0.932	E	0.941	E	0.009
9	Western Avenue and Santa Monica Boulevard	AM	0.847	D	0.845	D	-0.002
		PM	1.058	F	1.067	F	0.009
10	Normandie Avenue and Sunset Boulevard	AM	0.585	A	0.584	A	-0.001
		PM	0.673	B	0.678	B	0.005
11	Vermont Avenue and Sunset Boulevard	AM	0.683	B	0.683	B	0.000
		PM	0.939	E	0.948	E	0.009
12	Vermont Avenue and Santa Monica Boulevard	AM	0.620	B	0.619	B	-0.001
		PM	0.687	B	0.691	B	0.004
13	Normandie Avenue and Santa Monica Boulevard	AM	0.735	C	0.733	C	-0.002
		PM	0.885	D	0.896	D	0.011

14	Bronson Avenue and Santa Monica Boulevard	AM	0.628	B	0.627	B	-0.001
		PM	0.673	B	0.675	B	0.002
15	Bronson Avenue and Sunset Boulevard	AM	0.757	C	0.757	C	0.000
		PM	0.772	C	0.776	C	0.004
16	US -101 Southbound Ramps/Van Ness and Harold Way	AM	0.628	B	0.627	B	-0.001
		PM	0.620	B	0.629	B	0.009
17	Bronson Avenue and Hollywood Boulevard	AM	0.617	B	0.616	B	-0.001
		PM	0.693	B	0.696	B	0.003
18	Bronson Avenue and Franklin Avenue	AM	0.751	C	0.751	C	0.000
		PM	0.926	E	0.929	E	0.003
19	Western Avenue and Franklin Avenue	AM	1.176	F	1.175	F	-0.001
		PM	1.049	F	1.055	F	0.006
20	Normandie Avenue and Franklin Avenue	AM	0.556	A	0.555	A	-0.001
		PM	0.802	D	0.807	D	0.005
21	Vermont Avenue and Franklin Avenue	AM	0.810	D	0.810	D	0.000
		PM	0.972	E	0.977	E	0.005

Source: Overland Traffic Consultants, February 2008.

Using criteria established by the City of Los Angeles, it has been determined that the change in traffic patterns associated with the project may significantly impact the traffic flow at four intersections. The four intersections that potentially may be significantly impacted by the project during the weekday peak hours are: Sunset Boulevard and St. Andrews Place, Sunset Boulevard and Western Avenue, Western Avenue and Hollywood Boulevard, and Western Avenue and De Longpre Avenue. Mitigation is proposed to reduce this to a level of less than significant. No additional mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary

Mitigation Measures

15-1. Implement the recommendations of the City of Los Angeles Department of Transportation as outlined in their correspondence dated November 25, 2008, included in Appendix I of this document.

15-2. St. Andrews Place and Sunset Boulevard – The northbound approach on St. Andrews Place to Sunset Boulevard shall be restriped to accommodate a left-turn lane and a left-thru-right turn lane.

15-3. Western Avenue and Hollywood Boulevard – Western Avenue shall be restriped to increase the southbound curb lane from 18 feet to 20 feet in width to facilitate the southbound right-turning traffic on Western Avenue at Hollywood Boulevard (i.e., functional right-turn lane).

15-4. Sunset Boulevard and Western Avenue – The west side of Western Avenue north of Sunset Boulevard shall be widened by seven feet from north of Sunset Boulevard to approximately 160 feet to allow for the installation of a southbound right-run lane on Western Avenue. This is in addition to the intersection improvements required to satisfy the City street standards.

Insert Figure IV-23 Future With Project Traffic AM

Insert Figure IV-24 Future With Project Traffic AM continued

Insert Figure IV-25 Future With Project Traffic PM

Insert Figure IV-26 Future With Project Traffic PM continued

15-5. Western Avenue and De Longpre Avenue – A new traffic signal with a northbound left-turn pocket shall be added to the intersection of Western Avenue and De Longpre Avenue. Currently, the intersection is marked with an uncontrolled crosswalk and no left-turn storage lane. The proposed traffic signal will facilitate the safe and efficient movement of pedestrians and vehicles at this intersection. Additionally, De Longpre Avenue shall be restriped to include an eastbound left-turn lane and a right-turn lane at its intersection with Western Avenue.

Neighborhood Traffic Impact

The methodology used by the City of Los Angeles for determining neighborhood impacts is based on daily traffic along each street. Recent 24-hour traffic counts on adjacent residential streets were conducted to determine the amount of existing traffic currently utilizing the roadways.

Using the methodology for forecasting Future (2010) Without Project conditions for study intersections, the future daily traffic volume on each of the residential streets was projected. Existing traffic was growth factored by one percent per year to the year 2010 to account for expected ambient area wide traffic growth.

The Los Angeles Traffic Study Policies and Procedures define a project's significant neighborhood impact as a percentage of future projected daily traffic volumes on the street analyzed. For neighborhood streets projected to carry 1,000 VPD or lower, a significant project impact occurs when daily project traffic increases by 16 percent or more of the total future traffic on the street. For streets with between 1,000 and 2,000 daily trips, an increase of 12 percent or more of the total future traffic on the street is considered significant. Between 2,000 and 3,000 daily trips, a 10 percent increase is deemed to constitute a significant impact, and above 3,000 daily trips, an eight percent increase is the threshold.

Using the daily trip generation calculations along with the anticipated project traffic distributions, the amount of daily project-related trips along the residential streets was estimated. These project traffic volumes and existing and future street traffic volumes are contained in Table IV-32.

Table IV-32
Neighborhood Traffic Intrusion Analysis – Average Daily Traffic Volumes

Location	Existing (2007)	Future (2010) w/o Project	Future Project Traffic	Future (2010) w/Project	Threshold	Impact
St. Andrews Pl. N/O Fountain Ave.	4,935	5,083	153	5,236	8 %	2.9 %
St. Andrews Pl. N/O Fernwood Ave.	4,518	4,654	153	4,807	8 %	3.2%
Fernwood Ave. E/O St. Andrews Pl.	1,305	1,344	0	1,344	12 %	0 %
Source: Overland Traffic Consultants, February 2008.						

Based on threshold criteria, the project is not anticipated to significantly impact these roadways. As such, no mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Construction Traffic Impacts

In addition to the operational impacts of the proposed project described above, an assessment of potential traffic impacts during the project's construction was also analyzed. Construction of the project would occur during the following three phases: demolition of existing site uses; excavation (including site grading and import and/or export hauling of earth or other materials); and construction.

Currently, the haul location (origin of import material or destination of exported site materials) is not known and, therefore, specific travel routes for the haul trucks on the regional freeway network cannot be determined. However, potential haul vehicle travel on the local surface street network can be identified independent of the haul origin/destination location. The preliminary haul route for loaded trucks is currently assumed to be from the project site to Sunset Boulevard, west to the Hollywood Freeway, south to the I-10 Freeway, east to the 60 Freeway, east to Crossroads Parkway South off-ramp, and finally west to the Puente Hills Landfill.

The project would require the export of approximately 21,486 cubic yards of material from the site and would require the import of approximately 15,347 cubic yards of material to the site. It is assumed that these materials would be exported from the site between 7:00 AM and 6:00 PM, Monday through Saturday using 10-cubic-yard capacity trucks. Assuming a total of approximately 50 hauling days, a total of approximately 74 trips per day would be required to export this material. Additionally, trips generated by employees during the demolition, excavation, and construction phases of the project would be nominal. The expected haul truck traffic additions are relatively minor, and are not anticipated to produce any significant impacts along the haul route. Therefore, construction-related traffic impacts would be less than significant. Further, the potential haul route identified would minimize impacts to the surrounding surface street network. As such, no mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

b) Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Less Than Significant Impact. A significant impact may occur if adopted County of Los Angeles Metropolitan Transit Authority (Metro) thresholds are exceeded. The Congestion Management Program (CMP) was adopted to regulate and monitor regional traffic growth and transportation improvement programs. The CMP designates a transportation network which includes all state highways and some arterials within the County of Los Angeles. If the LOS standard deteriorates on the CMP network, then local jurisdiction must prepare a deficiency plan to be in conformance with the County CMP. The intent of the CMP is to provide information to decision makers to assist in the allocation of transportation funds through the State Transportation Improvement Program (STIP) process.

A CMP traffic impact analysis is required if a project will add 150 or more trips to the freeway, in either direction during either the AM or PM weekday peak hour. An analysis is also required at all CMP monitoring intersection where a project would add 50 or more peak hour trips. The nearest CMP intersection is Santa Monica Boulevard & Western Avenue. As shown in Figures IV-15 through IV-18 (peak hour project traffic assignment), the proposed project does not exceed the CMP traffic limits from the direction of this CMP intersection. Based on this information, no additional CMP intersection or freeway analysis is necessary. Therefore, project-related impacts to CMP intersections and freeway segments would be less than significant and further analysis of this issue in an environmental impact report is not necessary.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Less Than Significant Impact. As noted in Section 7(f), the FAA has established minimum standards to ensure air safety by regulating the construction or alteration of buildings or structures that may affect airport operations. The finished height of the proposed project would be less than 200 feet above ground level at the object site, and would not be subject to FAA standards. Therefore, the project would not result in changes to air traffic patterns that would result in safety risks. Additionally, although the project would generate employees, this increase would not substantially increase air traffic levels or result in a change in location. As such, the project would result in a less than significant impact with regard to changes in air traffic patterns. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

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

No Impact. A significant impact may occur if a proposed project were to include a new roadway design or introduce new land uses or project features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area. Proposed curb cuts associated with the project's driveways would be reviewed and approved by the LADOT. Through review by the LADOT and compliance with applicable recommendations, no significant traffic safety hazard impacts are expected to be associated with project driveways and, as such, no impact would occur with respect to design hazards. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

e) Would the project result in inadequate emergency access?

Less Than Significant Impact. A significant impact may occur if the proposed project design would not provide emergency access meeting the requirements of the LAFD and LAPD, or in any other way threatened the ability of emergency vehicles to access and serve the project site or adjacent uses. As described in Section 7(g), the proposed project would not impact existing emergency routes. As discussed above in Section 15(d), there are no hazardous design features included in the access design or site plan for the proposed project that could impede emergency access. Furthermore, the proposed project

would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles. Therefore, impacts would be less than significant related to emergency access. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

f) Would the project result in inadequate parking capacity?

No Impact. A significant impact may occur if the proposed project would result in an inadequate parking capacity based on City Code parking requirements. The parking provided for the project complies with the requirements of the LAMC and the Vermont/Western Specific Plan. Code requirements for the project would require 386 parking spaces (2 parking spaces per 1,000 square feet of retail uses). However, the project proposes 458 parking spaces in two levels of parking, which exceeds this requirement by 72 parking spaces. In addition, as discussed in Section 15(g) below, the project is well-served by transit. As such, no parking impacts are anticipated with the project. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

g) Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Less Than Significant Impact. A significant impact may occur if a project would conflict with adopted polices or involve modification of existing alternative transportation facilities located onsite or offsite. A number of public transportation options are available in the project vicinity. Local public transportation in the study area is provided by the Metro, the LADOT Dash service, and the Metro Rail Red Line. The Hollywood community is serviced by the Metro Rail Red line which provides subway and rail service to and from North Hollywood and Downtown Los Angeles. The downtown service provides connection to region wide rail and bus service. There is a red line station at Hollywood Boulevard and Western Avenue, three blocks north of the project site. Local bus routes serving this area of Hollywood include Metro routes 2, 302 and 175 along Sunset Boulevard. Services provided along Western Avenue include Metro Routes 207 and 757. The City provides the Hollywood Dash Service which provides shuttle service along Franklin Avenue, Sunset Boulevard and Fountain Avenue. Neither the construction nor operation of the proposed project would involve the relocation, replacement, or hinder the function of any of these public transportation facilities. In addition, the project would provide bicycle racks in accordance with the Vermont/Western SNAP Development Standards and Design Guidelines. Therefore, the proposed project's impacts on alternative transportation facilities would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Cumulative Impacts

Less Than Significant Impact. Development of the proposed project in conjunction with the related projects identified in Section II (Project Description) would increase the amount of traffic and parking demand in the project area. Checklist Question 15(a) and 15(b) address cumulative traffic impacts by comparing future traffic conditions without the proposed project (with only ambient and related project

growth), to future traffic conditions with the proposed project. As discussed in Checklist Question 15(a), the proposed project would not result in a significant impact at any of the analyzed intersections in the study area with implementation of Mitigation Measures 15-1 through 15-4 and would not result in a significant impact with respect to CMP intersections or freeway segments. With respect to traffic from each of the related projects, mitigation measures for each related project would be implemented individually in coordination with LADOT. The proposed project would not result in a significant impact related to air traffic, emergency access, design hazards, or alternative transportation. With respect to each of these areas, the design of each related project would be evaluated individually in coordination with LADOT, LAFD, and LAPD to minimize any potential impacts. As the proposed project would provide an adequate parking supply the proposed project would not combine with the related projects to result in cumulatively significant parking impact. Overall, the proposed project would not combine with the related projects to result in significant cumulative transportation and traffic impacts. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

16. UTILITIES AND SERVICE SYSTEMS

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. A significant impact would occur if a project exceeds the wastewater treatment requirements of the Regional Water Quality Control Board – Los Angeles Region. Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the state, other than into a community sewer system, shall file a Report of Waste Discharge (ROWD) containing information which may be required by the appropriate Regional Water Quality Control Board (RWQCB). The RWQCB then authorizes a NPDES permit that ensures compliance with wastewater treatment and discharge requirements. The Los Angeles Regional Water Quality Control Board (LARWQCB) enforces wastewater treatment and discharge requirements for properties in the project area.

Wastewater from the project site would be conveyed via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Los Angeles-Glendale Water Reclamation Plant (LAGWRP) and subsequently the Hyperion Treatment Plant (HTP), on an as-needed basis. (For further discussion of the sewage system that serves the project site, see the discussion in Section 16(b) below.) The project does not include any point-source discharge into or outside of a municipal sewage system.

The LAGWRP and HTP are public facilities subject to the state's wastewater treatment requirements, are currently fully operational and are anticipated to continue to be fully operational, consistent with the requirements imposed by the RWQCB.

Existing flow levels at the HTP are approximately 362 million gallons per day (mgd) with a current operating capacity of approximately 450 mgd.[60] As such, the HTP is currently operating at approximately

[60] *"Major Activities – Wastewater Collection and Treatment," website: http://www.cityofla.org/SAN/sanmact.htm, accessed October 17, 2008.*

80 percent of its capacity, with an available capacity of approximately 88 mgd. As shown in Table IV-33 below, the proposed project is forecasted to generate approximately 0.017 mgd of net wastewater. As a result, the project represents a very small percentage of the available capacity at the HTP. Furthermore, the flow levels at the HTP have been relatively constant over the last few years and the City of Los Angeles concluded in its 2005 Integrated Resources Plan that an expansion of HTP to 500 mgd is not currently needed and the expansion would be completed once the service population has increased to the point where it is necessary. Based on recent decreases in population in the service area, in addition to conservation efforts, this improvement is not anticipated to be necessary until approximately 2020. As such, no mitigation measures with respect to waste waster treatment are required and no further analysis of this issue in an environmental impact report is necessary.

Cumulative Impacts

See Checklist Question 16(b), below.

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. A significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the site would be exceeded.

The project site is currently served by water and wastewater utility lines. Based on currently available information, adequate capacity exists in the water and sewer lines between the project site and the existing mains. In the event that, during development, utility lines are found to be substandard or in deteriorated condition, the Applicant would be required to make necessary improvements to achieve adequate service, under City of Los Angeles Building and Safety Code and Department of Public Works requirements. The construction of the project would include all necessary on- and off-site sewer pipe improvements and connections to adequately link the project to the existing City of Los Angeles water and wastewater systems. The design of these connections would be developed by a registered engineer and approved by the Los Angeles Bureau of Engineering. Where any utility line construction encroaches into public right-of-way, review and approval by the LADOT would be required. The construction of water and wastewater infrastructure would be localized to the project site and immediate vicinity, and would not result in the construction of new water or wastewater treatment facilities or major utility lines. As discussed below, waste water treatment and water demands generated by the project are not expected to significantly impact existing facilities or result in the need to construct new water and wastewater treatment facilities.

Wastewater Treatment Facilities and Existing Infrastructure

The project site would be served by an 8-inch municipal wastewater line located on St. Andrew's place, an 8-inch line located on De Longpre Avenue and a 10 inch-line located on Western Avenue (refer to Figure IV-27). The wastewater from the existing 8-inch line connects on De Longpre Avenue and

continues onto Wilton Place and Vanness Avenue. The flow then feeds into a 10-inch and 12-inch line on Santa Monica Boulevard, before discharging into a 24-inch sewer line on Vine Street.

Based on the gauging information available from the Bureau of Sanitation, current capacity available in the 24-inch line is approximately 20 percent. It is anticipated that the existing wastewater system would have available capacity to accommodate the increased wastewater generated by the proposed project.[61] As shown in Table IV-33, the proposed project would generate approximately 10,649 gallons per day (gpd) of net wastewater.

Table IV-33
Existing and Proposed Project Wastewater Generation

Type of Use	Size	Sewage Generation Rate (gpd)a	Total Sewage Generated (gpd)
Retail	59,561 sf	80/1000 sf	4,765
		Total Existing Sewage Generation	4,765
Retail (Target)	162,415 sf	80/1000 sf	12,993
Associated uses	3,665	80/1000 sf	293
Retail (Other)	26,600	80/1000 sf	2,128
		Total Proposed Sewage Generation	15,414
		Net Sewage Generation	10,649

[a] Rates provided by Brent Lorscheider, Acting Division Manager, Wastewater Engineering Services Division, Los Angeles Bureau of Sanitation, in correspondence dated June 26, 2008 (provided in Appendix I).
Source: Christopher A. Joseph & Associates, July 2008.

[61] *Based on correspondence with Brent Lorscheider, Acting Division Manager, Wastewater Engineering Services Division, Los Angeles Bureau of Sanitation, dated June 26, 2008.*

Insert Figure IV-27 Existing Wastewater Infrastructure

Wastewater treatment services would be provided to the project by the City of Los Angeles Department of Public Works. In 1990, City Ordinance No. 166,060 (also known as the Sewer Allocation Ordinance) was adopted, which established regulations for projects that discharge into the Hyperion Treatment System (HTS). The ordinance established an annual sewage allotment of five million gpd, of which 34.5 percent (1,725,000 gpd) is allocated for priority projects, 8 percent (400,000 gpd) for public benefit projects, and 57.5 percent (2,875,000 gpd, with a monthly allotment of at least 239,583 gpd) for non-priority projects (of which 65 percent of this allocation is for residential projects and 35 percent to non-residential projects).

Before the Department of Building and Safety formally accepts a set of plans and specifications for a project for plan check, the LADPW must first determine if there is allotted sewer capacity available for the project. The LADPW will not make such a determination until the Department of Building and Safety has determined that the proposed project's plans and specifications are acceptable for plan check. If the LADPW determines that there is allotted sewer capacity available for the project, then the Department of Building and Safety will accept the plans and specifications for plan check upon the payment of plan check fees. If the project is eligible to receive an allocation as a non-priority project, and the monthly allotment has been used, then the project may be placed on a waiting list for the next month's allocation. At the request of the project Applicant, the Department of Building and Safety may accept the project's plans and specifications as acceptable for plan check even if the project has been placed on the waiting list and a sewer permit has not yet been obtained from LADPW, with the understanding that the project will not be able to connect to the City's wastewater system until capacity is available and a sewer permit issued. With the City's implementation of the provisions of the Sewer Allocation Ordinance, the project's wastewater generation would not possibly exceed the future scheduled capacity of the HTP. Since the project would not exceed the capacity of the HTP, it would not require the construction of additional treatment facilities. Furthermore, the City of Los Angeles in its 2005 Integrated Resources Plan analyzed the further expansion of the HTP such that up to 500 mgd could be treated at the HTP. The City concluded that this improvement would be completed once the service population has increased to the point where it is necessary. Based on recent decreases in population in the service area, in addition to conservation efforts, this improvement is not anticipated to be necessary until approximately 2020. Based on the preceding analysis, it is concluded that project impacts would be less than significant. As such, no mitigation measures are required and no further analysis of wastewater treatment in an environmental impact report is necessary.

Water Treatment Facilities and Existing Infrastructure

The project site is served by the Los Angeles Aqueduct Filtration Plant, owned and operated by the LADWP, which treats City water prior to distribution throughout the LADWP's Central Water Service Area. The current designed treatment capacity for the plant is 600 mgd. The average plant flow is approximately 450 mgd during the non-summer months and 550 mgd during the summer months, and operates at between 75 and 90 percent capacity. Implementation of the proposed project is not anticipated to reduce this facility's capacity. In addition, the LAFD requires a water flow of 4,000 gpm (i.e., 1,000 gpm from four fire hydrants flowing simultaneously). Water lines in the project vicinity include an eight

inch pipe in Sunset Boulevard, an eight inch pipe in Western Avenues, a four inch pipe in St. Andrews Place, and a six inch pipe in De Longpre Avenue.

In accordance with the Urban Water Management Planning Act (Act) of 1984, all urban water suppliers that provide municipal and industrial water to more than 3,000 customers, or supply more than 3,000 acre-feet per year of water, are required to prepare and adopt an urban water management plan (UWMP). LADWP, which provides over 700,000 water service connections, most recently updated its UWMP in December 2005. According to the 2005 UWMP, water use in the City of Los Angeles in 2005 was approximately equal to water use 20 years ago (e.g., approximately 600,000 acre-feet of water), although the City population has increased by over 750,000 people during this period.[62] LADWP projects water demand within its service area to reach approximately 776,000 acre-feet by 2030, assuming an average year, and approximately 813,000 acre-feet by 2030, assuming a single-dry year.[63] Based on existing and potential water supplies from local groundwater basins, the Los Angeles Aqueduct system, water purchased from the Metropolitan Water District (MWD), and other planned sources, as well as existing and planned conservation and recycled water efforts, LADWP expects to be able to provide approximately 897,200 acre-feet of water in 2030 assuming an average year, or approximately 934,200 acre-feet of water in 2030, assuming a single-dry year.[64]

The amount of water that MWD will be able to supply to Southern California in the near future is uncertain given the recent federal court case *Natural Resources Defense Council, et al. vs. Kempthorne, et al. (NRDC)*. In Spring 2007, various environmental groups sought to halt the operation of water pumps in the Sacramento-San Joaquin River Delta (the Delta) to protect the Delta smelt and other endangered fish species living in the Delta. In May 2007, a federal court invalidated the Biological Opinion issued by the USFWS, which had held that the Delta smelt were in "no jeopardy" from operational changes of the State Water Project in the Delta. On May 31, 2007, the California Department of Water Resources (DWR) voluntarily shut down the State Water Project's pumps for 17 days in an effort to protect the Delta smelt. In an August 2007 oral decision, the federal court agreed to institute interim protective measures that restrict water operations in the Delta, including reducing the amount of water being pumped out of the Delta between the end of December and June. In December 2007, the federal court issued an interim remedial order, requiring the USFWS to revise its Biological Opinion by September 15, 2008 and conditioning Delta operations on various requirements. LADWP estimates that MWD may receive 20 to 30 percent less water from the State Water Project as a result of this interim remedial order. However, this remedial order sunset in September 2008, at which time a new Biological Opinion will govern operations of the Delta. At this time, it is not known how the future Biological Opinion will impact MWD's ability to supply water to Southern California.

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[62] *City of Los Angeles, Department of Water and Power, 2005 Urban Water Management Plan, page ES-3, website: http://www.ladwp.com/ladwp/cms/ladwp001354.jsp, June 29, 2006.*

[63] *City of Los Angeles, Department of Water and Power, 2005 Urban Water Management Plan, pages 6-6 and 6-7.*

[64] *Ibid, page 6-5. Potential future water supply sources include seawater desalination, water transfer, recycled water, and beneficial use of urban runoff.*

At present, both the California state government and MWD are evaluating Delta operations and options to address Delta smelt impacts and other environmental concerns. The Governor's Delta Vision Process and the Bay-Delta Conservation Plan are both focused on finding and implementing long-term solutions for the Delta. MWD is also actively engaged in improving Delta water operations. In May 2007, MWD's Board adopted a Delta Action Plan as a framework to address water supply risks in the Delta both for the near- and long-term. The near- and mid-term actions outlined in the Delta Action Plan are intended to implement measures to reduce fishery and earth-quake related risks, such as aggressive monitoring, ecosystem restoration, local water supply projects, and emergency preparedness and response plans.

In response to recent developments in the Delta, MWD is also engaged in identifying solutions that, when combined with the rest of its supply portfolio, will ensure a reliable long-term water supply for its member agencies. In the near-term, MWD will continue to rely on the plans and policies outlined in its Regional Urban Water Management Plan (RUWMP) and Integrated Water Resources Plan to address water supply shortages and interruptions (including potential shut downs of State Water Project pumps) to meet water demands. Campaigns for voluntary conservation, curtailment of replenishment water and agricultural water delivery are some of the actions outlined in the RUWMP. If necessary, reduction in municipal and industrial water use and mandatory water allocation could be implemented.

In addition to water purchased from the MWD, the LADWP has developed its own water supplies. The LADWP operates the Los Angeles-Owens River Aqueducts and is a member of the MWD. The City of Los Angeles also supplies recycled water for landscaping and industrial uses throughout Los Angeles. The City treats wastewater at its Los Angeles-Glendale and Donald C. Tillman Water Reclamation Plant to tertiary levels and then distributes it to users for landscaping and industrial uses. The use of recycled water reduces the demand for domestic water in the area.

The LADWP extracts groundwater from various locations throughout the Owens Valley and four local groundwater basins. The LADWP appropriates groundwater from its lands in the Owens Valley and in Los Angeles, as part of its long-term groundwater management plan. In addition, the LADWP holds adjudicated extraction rights in the following four local groundwater basins: (1) San Fernando; (2) Sylmar; (3) Verdugo; and (4) Eagle Rock. The Owens Valley, located on the eastern slope of the Sierra Nevada Mountains, encompasses approximately 3,300 square miles. The City of Los Angeles and Inyo County prepared a long-term groundwater management agreement, known as the Green Book for the Long-Term Groundwater Management Plan for the Owens Valley and Inyo County. This agreement sets forth plans and procedures to prevent overdraft conditions from groundwater pumping as well as to manage vegetation in the Owens Valley. The adjudicated groundwater supplies and quantities have been specifically assigned to existing users by the courts and are not available for other users.

As shown in Table IV-34, the proposed project would consume 16,359 net gpd of water. The project would be within the growth projections of the LADWP and it is, therefore, anticipated that the LADWP would be able to meet the project's water demand. In addition, the project would comply with the City's mandatory water conservation measures that, relative to the City's increase in population, have reduced the rate of water demand in recent years. The LADWP's growth projections are based on conservation measures and adequate treatment capacity that is, or will be, available to treat the LADWP's projected

water supply, as well as the LADWP's expected water sources. The construction of, as yet, unplanned treatment facilities would not be required to meet the project's water demand.

Table IV-34
Existing and Proposed Project Water Consumption

Type of Use	Size	Consumption Rate (gpd)[a]	Water Consumption (gpd)
Retail	59,561 sf	96/1000 sf	5,718
Subtotal Existing Indoor Commercial Water Consumption			*5,718*
Outdoor (28% of commercial water consumption)			*1,601*
Total Existing Water Consumption			***7,319***
Retail (Target)	162,415 sf	96/1000 sf	15,592
Associated uses	3,665	96/1000 sf	352
Retail (Other)	26,600	96/1000 sf	2,554
Subtotal Proposed Indoor Commercial Water Consumption			*18,498*
Outdoor (28% of commercial water consumption)			*5,180*
Total Proposed Water Consumption			***23,678***
Net Water Consumption Generation			16,359

[a] Based on 120% of rates provided by Brent Lorscheider, Acting Division Manager, Wastewater Engineering Services Division, Los Angeles Bureau of Sanitation, in correspondence dated June 26, 2008 (provided in Appendix I).
Source: Christopher A. Joseph & Associates, July 2008.

Compliance with water conservation measures, including Title 20 and 24 of the California Administrative Code would serve to reduce the projected water demand. Chapter XII of the LAMC comprises the City of Los Angeles Emergency Water Conservation Plan. The Emergency Water Conservation Plan stipulates conservation measures pertaining to water closets, showers, landscaping, maintenance activities, and other uses. At the state level, Title 24 of the California Administrative Code contains the California Building Standards, including the California Plumbing Code (Part 5), which promotes water conservation. Title 20 of the California Administrative Code addresses Public Utilities and Energy and includes appliance efficiency standards that promote conservation. Various sections of the Health and Safety Code also regulate water use. All in all, the project's water demand is expected to comprise a small percentage of LADWP's existing water supplies. Implementation of the project would not result in the need for new or expanded entitlements, and no significant impact would occur.

As discussed above, the new Biological Opinion in the *NRDC* case, to be issued by September 2008, may impact MWD's ability to supply water to Southern California in the future, however, that impact cannot be determined at this time. Nonetheless, the consequences for the project's water supply should be minimal. LADWP, and thus the project, only receives approximately one-third of its water supply from MWD. Additionally, restoring the Delta's water capacity is a high priority for MWD, the Governor, and the California Legislature; extensive plans are already underway for improving the operation of the Delta's water pumps while also protecting the Delta smelt and other endangered fish species. In June 2007, MWD's Board of Directors adopted an Action Plan to implement immediate short- term actions to

stabilize the Delta and mid-term and long-term actions to find an ultimate solution to the Delta's sustainability. The Governor has made the Delta and statewide water policy a high priority by establishing the Delta Vision Process and the Bay-Delta Conservation Plan, and the California Legislature is using SB 27 to find a long-term water supply solution for the Delta. As a result of these plans, MWD's water supply may be restored to previous levels in the next few years. Consequently, *NRDC* is not expected to impact the project's water supply. However, the Applicant will continue to coordinate with LADWP to ensure adequate water supply to the project site.

Cumulative Impacts

Wastewater Treatment Facilities and Existing Infrastructure

Less Than Significant Impact. Development of the proposed project in conjunction with the related projects would result in an increase in the demand for sewer service in the Los Angeles Bureau of Sanitation's service area and could result in a decrease in the HTP's daily effluent capacity. Similar to the proposed project, related projects would be required to improve or replace substandard or deteriorated utility lines per City of Los Angeles Building and Safety Code and Department of Public Works requirements. Furthermore, similar to the proposed project, each related project would be required to comply with City and state water conservation programs and the City's sewer allocation ordinance, which would not allow HTP treatment capacity to be exceeded. Therefore, cumulative impacts on sewer service would be less than significant.

Water Treatment Facilities and Existing Infrastructure

Less Than Significant Impact. Development of the proposed project in conjunction with the related projects would result in an increase in the demand for water service in LADWP's service area and would further increase the regional demand for water supplies. Water requirements for any project that is consistent with the City's General Plan has been taken into account in the planned growth in overall water demand. For projects that are not consistent with the General Plan or that meet the requirements established in Sections 10910-10915 of the State Water Code, a water availability assessment demonstrating sufficient water supply is required on a project-by-project basis. As the proposed project is consistent with the General Plan and the water demands of related projects are already taken into account in the UWMP or would be evaluated on a project-by-project basis, cumulative impacts related to water service would be less than significant.

c) Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. A significant impact would occur if the volume of stormwater runoff were to increase to a level exceeding the capacity of the storm drain system serving the project site. The project site is currently served by existing storm drains in surrounding streets curbs. As discussed in Section 8(e), the project site is almost entirely covered with impermeable surface. However, tree wells are currently located on the site that detain or absorb a small amount of surface runoff. The proposed

development of the project site would also result in almost complete coverage and impermeability of the site. However, landscaped areas would be provided that, as with the existing tree wells, would detain or absorb runoff from the site. As it is anticipated that the proposed landscaping would cover a similar surface area as the existing tree wells, the proposed project would result in the same amount of impermeable surface area. In addition, the project proposes the implementation of a storm water quality treatment system designed to treat roof water runoff. Project runoff would continue to drain into existing City storm drain infrastructure and runoff from the project site would not exceed the capacity of existing or planned stormwater drainage systems. The project would also be required to prepare and implement a SUSMP and undergo a preliminary review by the City to ensure that the project would not exceed the capacity of the existing storm drain system. As stormwater runoff is expected to be similar to existing conditions, impacts with respect to existing or planned drainage systems would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Cumulative Impacts

Less Than Significant Impact. Future development of the related projects could affect the amount and the rate of runoff within their respective drainage areas. Whether the effects would be positive or adverse would depend on a number of factors including the amount of pervious/impervious surfaces that would change, the drainage improvements, etc. for each of those projects. It is anticipated that, since the entire study area containing the related projects is heavily urbanized, the great majority of the related projects sites are also impervious. In addition, under current open space and streetscape requirements, new development is more likely to incorporate more landscaped open space than under existing conditions. Nonetheless, similar to the proposed project, each of the related projects would be required to prepare and implement a SUSMP as applicable, and undergo a preliminary review by the City to determine what, if any, drainage improvements and BMPs would be required to ensure that the storm drain capacity of the system serving each of the related projects is adequate. Therefore, cumulative impacts to stormwater drainage facilities would be less than significant.

d) Would the project have significant water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. A significant impact may occur if a project were to increase water consumption to such a degree that new water sources would need to be identified, or that existing resources would be consumed at a pace greater than planned for by purveyors, distributors, and service providers. LADWP is responsible for providing water service to the project site. Overall, any project that is consistent with the City of Los Angeles General Plan has been taken into account in the planned growth water demand. The City of Los Angeles' water supply comes from local groundwater sources, the Los Angeles-Owens River Aqueduct and the State Water Project, and water purchased from the Metropolitan Water District of Southern California (obtained from the Colorado River Aqueduct).

Due to statewide drought conditions in the mid-1970s and late 1980s, there is a need for water conservation in periods of water shortage. The LADWP recommends that water should be conserved at

all times, because efficient use of water allows increased water for use in dry years and makes water available for beneficial environmental uses. The project would comply with water conservation measures, including Titles 20 and 24 of the California Administrative Code and Chapter XII of the LAMC, to reduce the projected water demand. Relative to population growth, mandatory water conservation measures have resulted in decreased demand in recent years. As discussed in Section 16(b), the City's long-range water supply projections are based on the LADWP's Urban Water Management Plan, which incorporates the population growth anticipated by the Los Angeles General Plan and the implementation of water conservation measures. Since the project would be consistent with the General Plan's growth projections and would implement the City's mandatory water conservation measures, it is anticipated that the project would not cause the LADWP to exceed its existing and projected entitled resources. Therefore, the project would have a less-than-significant impact with respect to water entitlements and supply. No mitigation measures would be required and no further evaluation of this issue in an environmental impact report is necessary.

Cumulative Impacts

Less Than Significant Impact. Development of the proposed project in conjunction with the related projects would result in an increase in the demand for water service in LADWP's service area and would further increase the regional demand for water supplies. Water requirements for any project that is consistent with the City's General Plan has been taken into account in the planned growth in overall water demand. All related projects would be required to implement water conservation measures required under Titles 20 and 24 of the California Administrative Code and Chapter XII of the LAMC. For projects that are not consistent with the General Plan or that exceed a maximum size established under SB610 and 221 (Sections 10910-10915 of the State Water Code), a water availability assessment demonstrating sufficient water supply is required on a project-by-project basis. Water supplies to serve projects that are not of sufficient size to trigger SB610 and 221 would be addressed through the LADWP's Urban Water Management Plan. As the proposed project not of sufficient size to trigger SB610 and 221 and is consistent with the General Plan and the water demands of related projects are already taken into account in the Urban Water Management Plan or would be evaluated on a project-by-project basis, the proposed project and related projects would have a less-than-significant cumulative impact related to water service.

e) Would the project 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 significant impact may occur if a project would increase wastewater generation to such a degree that the capacity of facilities currently serving a project site would be exceeded. The project would incorporate water use features which would comply with the LADWP list of water conservation devices and measures for new development in the city of Los Angeles. The standard City sewage generate rate used to estimate the proposed project's future sewage generation reflect these water conservation measures. As discussed in Section 16(b), the Sewer Allocation Ordinance assures that no project may connect to the City's sewer conveyance or treatment system until scheduled treatment capacity at HTP is available. A major expansion and upgrade of the HTP was

completed in 1999, which increased the HTP's capacity to 450 mgd. The expanded capacity of this and other treatment plants serving the Los Angeles area are scheduled to be sufficient to sustain wastewater treatment needs to the year 2020. Treatment capacity at HTP includes existing commitments and high priority projects. Since the project would not connect to the City's wastewater conveyance and treatment system until scheduled capacity is determined, the project would not exceed the scheduled capacity of the HTP. Therefore, the project would have a less-than-significant impact with respect to wastewater treatment capacity. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Cumulative Impacts

Less Than Significant Impact. As with the proposed project, related projects would be located within the HTP service area. Also, as with the proposed project, each related project would be required to comply with City and state water conservation programs and the City's Sewer Allocation Ordinance. No related project would be allowed to connect to the City's wastewater conveyance or treatment system until scheduled capacity is available at HTP. Therefore, related projects would not be permitted to exceed HTP's scheduled treatment capacity and cumulative impacts with respect to wastewater treatment capacity would be less than significant.

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. The City of Los Angeles currently does not own or operate any landfill facilities. Whereas in the past solid waste disposal occurred solely within landfills located in Los Angeles County, the trend in recent years is an increase in solid waste disposal at landfills located outside the County of Los Angeles. For example, in 2003 approximately 20 percent of the solid waste generated within Los Angeles County was disposed of at landfill facilities located outside of Los Angeles County.[65] The County of Los Angeles Integrated Waste Management Plan Annual Report (2006), concludes that the use of out-of-County landfills will increase in the future given the difficulties associated with permitting new or expanded landfill facilities within the County itself. As such, the proper current context within which to view the project's potential solid waste impacts is total disposal capacity available at landfills located within, as well as outside of, Los Angeles County.

Construction-Related Impacts

Construction debris would consist primarily of debris from the demolition of 59,561 square feet of existing commercial uses and debris from the demolition of the LADPW electrical substation located on the project site that would be disposed of as inert waste. As of December 31, 2003, the total remaining permitted inert waste capacity in Los Angeles County was estimated to be approximately 69.94 million tons. Based on the average 2006 disposal rate of approximately 1.2 million tons per year, this capacity

[65] *County of Los Angeles, Department of Public Works, 2003 Annual Report on the Countywide Summary Plan and Countywide Siting Element Presentation, February 2005, page 11.*

will be exhausted by about 2065 (i.e., approximately 60 years).[66] The quantity of asphalt paving to be removed from the project site has been estimated at approximately 12,955 tons (the approximately 8,097 cubic yards of asphalt on site multiplied by the waste generation rate for asphalt of 1.6 tons per cubic yard, based upon the assumption of 109,308 square feet of two inch thick asphalt removed from site). In addition, through the demolition of the existing commercial and retail uses, the project would also produce 5,152 (59,561 sf*173/2000) tons of inert debris that would be disposed of at a Los Angeles County Solid waste facility. This forecasted solid waste generation is a conservative estimate as it assumes no reductions in solid waste generation would occur due to recycling. Solid waste would also be generated during the building construction phase of project construction. Based on an average of 4.02 pounds of construction debris per square foot of non-residential construction that would need to be disposed of at an inert landfill,[67] construction of approximately 222,590 gross square feet of commercial/retail space the project would generate approximately 447 tons of construction debris. Based on this forecast, project generated construction-related waste (i.e., asphalt and construction debris) would represent a small percentage of the inert waste disposal capacity in the region. This constitutes a less than significant impact, as the proposed project would not create a need for additional solid waste disposal facilities to adequately handle project construction-generated inert waste. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Operational Impacts

Based on a generation rate of five pounds per 1,000 square feet of commercial floor area, the proposed project would generate a net increase of approximately 963.4 pounds (192,680 square feet of retail/1000= 192.68*5) of solid waste per day during operation. The amount of project-related waste disposed of at area landfills would be reduced through recycling and waste diversion programs implemented by the City, in compliance with the City's Solid Waste Management Policy Plan (CiSWMPP), which is the long-range solid waste management policy plan for the City, and the Source Reduction and Recycling Element (SRRE), which is the strategic action policy plan for diverting solid waste from landfills. The project would also comply with applicable regulatory measures, including the provisions of City of Los Angeles Ordinance No. 171687 with regard to all new construction; the provision of permanent, clearly marked, durable, source sorted bins to facilitate the separation and deposit of recyclable materials; implementation of a demolition and construction debris recycling plan, with the explicit intent of requiring recycling during all phases of site preparation and building construction. With the implementation of these regulatory measures, waste generated by the project would not alter the projected timeline for landfills within the region to reach capacity. As the capacity of the available landfills would not be exceeded, impacts on solid waste disposal from project operations would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

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[66] *County of Los Angeles, Department of Public Works, 2003 Annual Report on the Countywide Summary Plan and Countywide Siting Element, February 2005, page 43.*

[67] *U.S. EPA, Report No. 530R98010, Characterization of Building-Related Construction and Demolition Debris in the United States, June 1998, page A-1.*

Cumulative Impacts

Less Than Significant Impact. Development of the project and related projects would generate solid waste during their respective construction periods, and on an on-going basis following the completion of construction. Solid waste generation is expected to increase over existing conditions throughout the project study area. It is anticipated that the proposed project and other related projects would not conflict with solid waste policies and objectives in the SRRE or its updates, CiSWMPP, the General Plan Framework Element or the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE, based on the programs in place to meet such diversion requirements. With the implementation of solid waste policies and objectives intended to help achieve the requirements of AB 939, it is expected that the project and related projects would not substantially reduce the projected timeline for landfills within the region to reach capacity. Therefore, the proposed project and related projects, with respect to solid waste disposal capacity, would not be cumulatively significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. Solid waste generated on-site by the proposed project would be disposed of in accordance with all applicable federal, state, and local regulations related to solid waste, such as AB 939. In addition, as discussed in Section 16(d), existing and/or planned landfills would be able to accommodate the solid waste generated by the proposed project and no exemptions with respect to solid waste disposal would be needed or requested. Therefore, since the proposed project would comply with federal, state, and local regulations, no impact with respect to these regulations would occur. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Cumulative Impacts

Less Than Significant Impact. See Section 16(f).

h) Other Utilities and Service Systems?

Less Than Significant Impact. Other utility and service system impacts resulting from the proposed improvements associated with the project are anticipated to be the use of gas, electricity, telephones, and cable on-site. The construction of the proposed project would include all necessary on- and off-site improvements and connections to adequately link the project to the existing utility systems. Therefore, impacts to these systems would be less than significant.

Additionally, the proposed project would comply with the 2005 Title 24 Energy Efficiency Standards for water heating, space heating and cooling for the project's residential and non-residential project components. Title 24 (2005) applies to all new development and establishes standards for heating and

cooling efficiency of a building envelope, mechanical systems, indoor and outdoor lighting, signs, residential HVAC and residential water heating. The 2005 updates amended Title 24's prior performance standards to mandate an additional energy usage reduction of 15 percent. The 2005 Title 24 is incorporated into the City Building Code and has been enforced since October 2005. Given the enforcement of Title 24, project impacts with respect to energy demand would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

17. MANDATORY FINDINGS OF SIGNIFICANCE

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

Less Than Significant Impact. The preceding analyses conclude that no significant unmitigated impacts to the environment would occur. Based on these findings, the project is not expected to degrade the quality of the environment. In its existing state, the site is developed with surface parking, commercial uses, and an electrical substation, and as such, the areas where improvements are proposed do not support sensitive species. Because the proposed improvements associated with the project would not result in site disturbance beyond the project site boundaries and right-of-way work, the project would not have the potential to 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. Therefore, impacts would be less than significant, and no mitigation measures are necessary.

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. The potential for cumulative impacts occurs when the independent impacts of the project are combined with the impacts of related projects in proximity to the project site such that impacts occur that are greater than the impacts of the project alone.

The proposed improvements associated with the project would not alter the use, character, or density in the area and, overall, would not contribute to a cumulative impact in the project area. As indicated in the various sections above, project impacts for the various topics: (a) do not occur or are mitigatable, and/or (b) would not be anticipated to exceed service capacities, inclusive of other anticipated development. Therefore, no significant cumulative impacts are anticipated.

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

No Impact. Based on the analyses provided above, implementation of the proposed improvements associated with the project would not have environmental effects that cause direct or indirect substantial adverse effects on human beings.

V. PREPARERS AND PERSONS CONSULTED

PREPARERS OF THE INITIAL STUDY

CEQA Lead Agency

City of Los Angeles, Department of City Planning
200 North Spring Street
Los Angeles, California 90012
(213) 978-1213
Craig Weber

Environmental Consultant

Christopher A. Joseph & Associates
11849 West Olympic Boulevard, Suite 101
Los Angeles, California, 90064
(310) 473-1600
Chris Joseph, President/Principal
Michele Ross, Project Manager
Scott Wirtz, Project Manager
Teresa Grimes, Senior Architectural Historian
Chad Flynn, GIS Manager
Aindrea Jensen, Senior Biologist
Terrance Wong, Environmental Planner
Carol Rosskam, Associate Environmental Planner
Kristin McArdle, Research Assistant
Stacy Katz, Research Assistant
David Benjamin, Graphics Specialist
Joanne Hanarahan, Document Manager

Project Applicant

Target
1000 Nicollet Mall, TPN 12E
Minneapolis, Minnesota 55403
(612) 761-1508
Eric Padget

Project Applicant's Representative

GreenbergFarrow
1920 Main Street, Suite 1150
Irvine, California 92614
(949) 296-0450
Vasanthi Okuma

Biological Consultant – Tree Survey

Development Resource Consultants
8175 East Kaiser Boulevard
Anaheim Hills, CA 92808
(714) 685-6860

Geology and Soils Consultant

Moore Twinning Associates, Inc.
Geotechnical Engineering Division
2527 Fresno Street
Fresno, California 93721-1804
(559) 268-7021
Read L. Anderson, RCE, Manager
Zubair Anwar, EIT, Staff Engineer

Hazards

Kleinfelder
620 West 16th Street, Unit F
Long Beach, California 90813
(562) 432-1796
Herbert A. Vogler, III, PG, Senior Hydrogeologist
Margaret Carroll, Staff Professional II

Hydrology Consultant

Development Resource Consultants, Inc.
900 Wilshire Boulevard, Suite 918
Los Angeles, California 90017
(213) 489-3216
Suji Woo, PE, Project Manager

Traffic Consultant

Overland Traffic Consultants, Inc.
27201 Tourney Road, #206
Santa Clarita, California 91355
(661) 799-8423

PERSONS CONSULTED

Fire Protection

Los Angeles Fire Department
Bureau of Fire Prevention
4029 West Wilshire Boulevard
Los Angeles, California 90012
Frank Comfort, Captain I, Hydrants and Access/Construction Services

Natural Gas Services

The Southern California Gas Company
8141 Gulana Avenue, MC: SC9585
Playa Del Rey, California 90293
Gayle Jovoni, Planning Associate
Carey Downs

Paleontological Information

Vertebrate Paleontology Section
Natural History Museum of Los Angeles County
900 Exposition Boulevard
Los Angeles, California 90007
Samuel McLeod, Ph.D., Vertebrate Paleontology

Police Protection

Los Angeles Police Department
Planning and Research Division
150 North Los Angeles Street, Room 806
Los Angeles, California 90012
Lieutenant Douglas G. Miller, Officer in Charge
Lieutenant Fred Booker, Community Relations Section

Solid Waste Services

City of Los Angeles Bureau of Sanitation
Solid Resources Citywide Recycling Divison
1149 S. Broadway, 10th Floor
Los Angeles, CA 90015
Mistie Joyce, Environmental Specialist

Water and Electricity Services

City of Los Angeles Department of Water and Power
111 North Hope Street, Room 1044
Los Angeles, California 90012
Charles C. Holloway, Supervisor of Environmental Assessment
Shilpa Gupta, Environmental Specialist

Wastewater Services

City of Los Angeles Bureau of Sanitation
Wastewater Engineering Services Division
2714 Media Center Drive
Los Angeles, California 90065
Brent Lorscheider, Acting Division Manager
Daniel Hackney, Environmental Supervisor
Rowena Lau, Environmental Engineering Associate

VI. ACRONYMS AND ABBREVIATIONS

ACM	Asbestos-Containing Material
Act	Urban Water Management Planning Act
ANSI	American National Standard Institute
AQMP	Air Quality Management Plan
ARB	Air Resources Board
ASTM	American Society for Testing Materials
ASTs	Above-ground petroleum storage tank facility
BAAQMD	Bay Area Air Quality Management District
Basin	South Coast Air Basin
BEP	California Bond Expenditure Plan
bgs	Below ground surface
BMPs	Best Management Practices
Cal/EPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CAT	Climate Action Team
CBC	California Building Code
CCAR	California Climate Action Registry
CDFG	California Department of Fish and Game
CDMG	California Division of Mines and Geology (now called California Geology Survey [CGS])
CEQA	California Environmental Quality Act
CERCLIS	(Federal) Comprehensive Environmental Response, Compensation and Liability Information System
CFL	compact fluorescent light
CGS	California Geological Survey
CHMIRS	California Hazardous Material Incident Report System
CHRIS	California Historic Resource Inventory
CiSWMPP	City's Solid Waste Management Policy Plan
CMA	Critical Movement Analysis
CMP	Congestion Management Program
CNDDB	State of California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO_2e	carbon dioxide equivalences
CORRACTS	Corrective Action Facilities (see also Federal RCRA)

CORTESE	State of California Office of Planning and Research (OPR)
CPA	Community Plan Area
CRA	Community Redevelopment Area
CWA	Clean Water Act
dB	Decibel
dBA	A-weighted decibel
DBH	Diameter at breast height
DHS	State of California Department of Health Services
DTSC	State of California Department of Toxic Substances Control
DWP	Los Angeles Department of Water and Power(see also LADWP)
EIR	Environmental Impact Report
EMI	Emissions Inventory Database
EPA	United States Environmental Protection Agency (also referred to as USEPA)
ERNS	(Federal) Emergency Response Notification System
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations (Part 77, *Objects Affecting Navigable Airspace*)
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FHWA-RD-77-108	FHWA Highway Traffic Noise Prediction Model
FID	State of California Facility Inventory Database
FIFRA	Federal Insecticide Fungicide Rodenticide Toxic Act/Toxic substances Control Act (TSCA) Tracking System (FTTS) (see also TSCA, FTTS)
FINDS	Facility Index System/Facility Identification Initiative Program Summary
Framework	City of Los Angeles General Plan Framework
FTA	Federal Transit Administration
FTTS	(Federal TSCA) Tracking System (see also FIFRA, TSCA)
GEN	(Federal RCRA) Generator (see also Federal RCRA) – includes large quantity (LQG) and Small Quantity (SQG) Generators (see also LQG and SQG)
Geotechnical Study	Report of Geotechnical Investigation
GHG	Greenhouse gases
gpd	Gallons per day
HAZNET	Hazardous Waste Information System, State of California Office of Planning and Research
HIST UST	Historical State Registered Underground Storage Tanks
HMS	Los Angeles County Hazardous Materials System
HRA	Health risk assessment

HTP	Hyperion Treatment Plant
HTS	Hyperion Treatment System
HVAC	heating, ventilation, and air conditioning
IS	Initial Study
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation Systems
LA/CRA	Community Redevelopment Agency of the City of Los Angeles
LADBS	Los Angeles Department of Building and Safety
LADOT	Los Angeles Department of Transportation
LADRP	City of Los Angeles Department of Recreation and Parks
LADWP	Los Angeles Department of Water and Power
LAFD	City of Los Angeles Fire Department
LAGRP	Los Angeles-Glendale Water Reclamation Plant
LAMC	Los Angeles Municipal Code
LAPD	City of Los Angeles Police Department
LARWQCB	Los Angeles Regional Water Quality Control Board
LAUSD	Los Angeles Unified School District
L_{eq}	average sound level
lbs	Pounds
LBP	Lead-based paint
LEED	Leadership in Energy and Environmental Design
LOS	Level of Service
LQG	(Federal RCRA) Large Quantity Generator (see also SQG, and GEN/Federal RCRA Gen)
LSTs	Localized Significance Thresholds
LUST	State Leaking Underground Storage Tank (UST) (see also UST)
MBTA	Migratory Bird Treaty Act
Metro	Los Angeles County Metropolitan Transportation Authority
mgd	Million gallons per day
MTBE	Methyl Tert-Butyl Ether
MWD	Metropolitan Water District
NFRAP	No Further Remedial Action Planned (see also Federal CERCLIS)
Noise Element	City of Los Angeles General Plan Noise Element
Noise Ordinance	City of Los Angeles Noise Ordinance
NO_x	nitrous oxide
NPDES	National Pollutant Discharge Elimination System
NPL	Federal National Priority List

NRDC	Natural Resources Defense Council
OGW	Oil and Gas Wells
OPR	State of California Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PCBs	Polychlorinated biphenyls
$PM_{2.5}$	Particulate matter less than 2.5 microns in diameter
PM_{10}	Particulate matter less than 10 microns in diameter
ppm	Prts per million
PPV	Peak particle velocity
RCPG	Regional Comprehensive Plan and Guide
RCRA	(Federal) Resource Conservation and Recovery Act (for Treatment, Storage and Disposal/TSD Facilities) (see also TSD)
ROWD	Report of Waste Discharge
RTP	Regional Transportation Plan
RUWMP	Regional Urban Water Management Plan
RWQCB	Regional Water Quality Control Board
Safety Element	Safety Element of the City of Los Angeles General Plan
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCH	School Sites Being Evaluated for Hazardous Material Contamination
sf	Square foot
SLIC	California Spills, Leaks, Investigations, and Cleanups
SNAP	Station Neighborhood Area Plan
SO_x	Sulfur Oxide
SQG	(Federal RCRA) Small Quantity Generator (see also Federal RCRA Gen)
SRA	Source Receptor Area
SRRE	Source Reduction and Recycling Element
STIP	State Transportation Improvement Program
SUSMP	Standard Urban Stormwater Mitigation Plan
SWEEPS	Statewide Environmental Evaluation and Planning System
SWIRP	Solid Waste Integrated Resource Plan
SWIS	Solid Waste Information System (see also WUMD)
SWPP	Storm Water Pollution Prevention
SWPPP	Storm Water Pollution Prevention Program
SWRCY	Solid Waste Recycling Facilities, California listing of
TOD SP	Transit Oriented District Specific Plan
Traffic Report	Traffic Impact Study Report

TRU	Transportation Refrigeration Units
TSCA	(Federal) Toxic Substances Control Act (see also FIFRA, FTTS)
TSD	Treatment, Storage and Disposal Facilities (see also Federal RCRA)
UBC	Uniform Building Code
ug/L	micrograms per liter
USFWS	U.S. Fish and Wildlife Service
USPS	United States Postal Service
UST	State Registered Underground Storage Tank
UWMP	Urban Water Management Plan
VCP	Voluntary Cleanup Program
VdB	Vibration Decibels
VOC	Volatile Organic Compounds
VPH	Vehicles per hour
VMT	Vehicle miles traveled
VPD	Vehicles per day
WDS	State of California Waste Discharge System/CA WDS
WUMD	Waste Unit Management Database (see also SWIS)