SUSTAINABLE COMMUNITIES PROJECT CEQA EXEMPTION

5600 Hollywood Boulevard Project

Environmental Case: ENV-2020-4297-SCPE

Project Location: 5600 Hollywood Boulevard, Hollywood, CA 90028

Community Plan Area: Hollywood Community Plan

Council District: 13 – Mitch O'Farrell

Approvals:

1. Conditional Use Permit for a 115 percent Density Bonus to permit 200 units in lieu of 93 units permitted by LAMC Section 12.22.A.25 with 40 units reserved for Very Low Income Households (43 percent of base density).
2. Project Permit Compliance Review with the Vermont – Western Transit Oriented District Specific Plan (Station Neighborhood Area Plan) (SNAP).
3. Density Bonus Compliance Review the following development incentives:
    a. Off-menu Incentive to permit more than 75 percent of the required open space to be located above the first habitable level (SNAP Section 9.D)
    b. Off-menu Incentive to permit a 1,707 square-foot publicly accessible plaza in lieu of 5,000 square feet to satisfy the SNAP's alternative pedestrian throughway requirement (SNAP Section 9.G)
    c. Off-menu Incentive to permit 22 percent transparent building elements on the eastern ground floor façade along St. Andrews Place in lieu of 50 percent (SNAP Development Standards and Design Guidelines Section V.6)
4. Site Plan Review for the construction of 200 dwelling units.

Project Description: The 5600 Hollywood Project (Project) would replace an existing three-story structure, a two-story structure, associated surface parking, 27 non-protected trees, and a vacant lot, with a 200-unit apartment building on an approximately 37,135 square-foot (0.85 acre) site at 5600 Hollywood Boulevard (Project Site) within the Hollywood Community Plan area in the City of Los Angeles. The Project Site is located within a Tier 4 Transit Oriented Community (TOC) area at the intersection of Hollywood Boulevard and St. Andrews Place. The Project would develop a 17-story apartment building, including 126 one-bedroom units, 71 two-bedroom units, and 3 two-bedroom townhomes. Of the 200 units, 40 units would be reserved as Very Low Income affordable units. Parking would be provided in the building structure with two subterranean levels and three above-ground levels. A total of 113 bicycle parking stalls (100 long-term stalls and 13 short-term stalls) and 265 vehicle parking spaces would be provided as permitted

by AB 2345. The proposed building would be approximately 196 feet in height and contain approximately 222,234 square feet of floor area, resulting in a proposed floor area ratio (FAR) of 6.0:1. Project construction would require the export of approximately 59,000 cubic yards of soil.

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

PREPARED BY:
Environmental Science Associates (ESA)

APPLICANT:
BWC/St. Andrews, LPI

TABLE OF CONTENTS

Sustainable Communities Project CEQA Exemption

Attachments

5600 HOLLYWOOD BOULEVARD PROJECT SUSTAINABLE COMMUNITIES PROJECT CEQA EXEMPTION

1.0 Project Description

BWC/St. Andrews, LP (the Applicant) proposes to replace an existing three-story structure, a two-story structure, associated surface parking, 27 non-protected trees, and a vacant lot with a 200-unit apartment building on an approximately 37,135 square-foot (0.85 acre) site at 5600-5606 W. Hollywood Boulevard, 1655-1681 N. St. Andrews Place, 5607 W. Carlton Way (Project Site) within the Hollywood Community Plan area in the City of Los Angeles. Uses directly to the north across Hollywood Boulevard include a two-story makeup and hair parlor, a two-story restaurant, the two-story Hollywood Downtowner Inn (motel), and other similar commercial uses. Uses to the east across St. Andrews Place include a two-story liquor store, a seven-story multi-family apartment complex, and other residential uses. Uses to the west include the historic five-story Dunning House (a multi-family apartment complex), a two-story auto body shop, and other commercial uses. Grant Elementary School and associated facilities are located to the south, across Carlton Way.

The Project Site is designated for High Density Residential land uses by the Hollywood Community Plan. The southern two parcels are zoned R4-2, and the northern two parcels are zoned [Q]R5-2. The Project Site is also within the Hollywood Redevelopment Project Area. The R4 zoning designation allows for multi-family residential uses at a residential density of one dwelling unit per 400 square feet of lot area and unlimited height. The [Q] condition to the R5 zoning designation limits residential density to the R4 standard of 400 square feet of lot area per dwelling unit and unlimited height pursuant to Ordinance 165,668. The Site is located in Height District No. 2, which allows a maximum floor area ratio (FAR) of 6 to 1 but does not otherwise limit height. Uses to the north across Hollywood Boulevard, are zoned [Q]R5-2. Uses to the east, are zoned [Q]R5-2 and R4-2. Uses to the west across St. Andrews Place are zoned [Q]R5-2 and R4-2. Grant Elementary School is located to the south across Carlton Way and is zoned PF-1XL.

Additionally, the Site is located within the Vermont / Western Station Neighborhood Area Plan (SNAP) Specific Plan within Subarea C (Community Center). The SNAP allows residential uses permitted in the underlying R4 zone at a density of 400 square feet of lot area per dwelling unit, which would permit a maximum of 93 dwelling units on the Project

Site[1]. SNAP Section 9.D regulates building height and floor area for commercial and mixed-use projects. The SNAP does not regulate height and floor area for residential only projects. Thus, permitted height and floor area is based on the underlying zoning which allows an FAR of 6:1 and unlimited height. The Project would require approval of a Conditional Use Permit for a 115 percent Density Bonus to permit 200 units in lieu of the 93 permitted units under the SNAP. Furthermore, the Project would require Density Bonus Compliance Review, pursuant to Los Angeles Municipal Code (LAMC) Section 12.22.A.25, to allow for the use of the following off menu density bonus development incentives: Incentive to permit greater than 75 percent of the required open space to be located above the first habitable level (SNAP Section 9.D); Incentive to permit 1,707 square feet of publicly accessible plaza in lieu of 5,000 square feet per the SNAP's alternative pedestrian throughway requirement (SNAP Section 9.D); Incentive to permit 22 percent transparent building elements on the eastern ground floor façade along St. Andrews Place in lieu of 50 percent (SNAP Development Standards and Design Guidelines Section V.6). The Project would also utilize the state law parking reductions under Assembly Bill (AB) 2345.

With utilization of the incentives described above, the Project would develop a 17-story apartment building, including 126 one-bedroom units, 71 two-bedroom units, and 3 two-bedroom townhomes. Project construction would require the export of approximately 59,000 cubic yards of soil.

Parking would be provided within the building with two subterranean levels and three above-ground levels. A total of 113 bicycle parking stalls (100 long-term stalls and 13 short-term stalls) are required and would be provided. A total of 265 vehicle parking spaces would be provided, which is greater than the required minimum of 138 spaces permitted by AB 2345.

The Project would require the inclusion of 21,850 square feet of open space and would provide 10,960 square feet of common open space and 6,220 square feet of indoor amenity space. Other Project amenities would include outdoor plazas, garden terraces, a yoga deck, a fitness room, as well as a pool deck. Furthermore, the Project Site currently contains 27 non-protected trees, including 5 trees located in the public right-of-way, that would be replaced with 104 trees.[2],[3] The proposed building would be approximately 200 feet in height and contain approximately 222,234 square feet of floor area, resulting in a proposed FAR of 6.0:1. The Project would meet or exceed all City of Los Angeles current building code and Title 24 requirements. Additionally, per the City's Freeway Adjacent Advisory, the Project would provide air filtration that provides a Minimum Efficiency Reporting Value (MERV) of 13, given that portions of the Project Site would be located within 1,000 feet of the U.S. Route 101.[4]

1 As noted above, the Redevelopment Plan further limits residential density.

2 One tree is required for every four residential units. The Project's 200 units would require 50 trees.

3 5600 Hollywood Boulevard, Los Angeles, California, 90028, Schematic Design. Date: 07.24.2020.

4 City of Los Angeles, Department of City Planning. 2018. Zoning Information File 2427, Free Adjacent Advisory. Available at: http://zimas.lacity.org/documents/zoneinfo/ZI2427.pdf, accessed February 22, 2021.

The Project Site is located approximately 700 feet from the intersection of Hollywood Boulevard and Western Avenue, and the Los Angeles County Metropolitan Transportation Authority (Metro) B (Red) Line Hollywood/Western Station. The Metro B (Red) Line Hollywood/Western Station is a designated major transit stop and therefore, the Project would be within a Transit Priority Area (TPA). [5] The Project Site is also within the Adaptive Reuse Incentive area, Urban Agriculture Incentive Zone, Fire District No. 1, Qualified Historically Underutilized Business (HUB) Zone, an Opportunity Zone, an LA Promise Zone, and an LA State Enterprise Zone. The Project would meet or exceed all City of Los Angeles current building code and Title 24 requirements.

2.0 Sustainable Communities Strategy Criteria

As discussed below, a Sustainable Communities Project Exemption (SCPE) may be prepared for a project that: (a) is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in a sustainable communities strategy (see California Public Resources Code Section 21155(a)); and (b) is a "transit priority project" (as defined in California Public Resources Code Section 21155(b)). As further described below, the Project meets these criteria and, thus, is eligible for certain California Environmental Quality Act (CEQA) streamlining benefits by way of preparing a SCPE for purposes of clearance under CEQA.

The Southern California Association of Governments (SCAG) is the metropolitan planning organization for the Project Site area, and in that capacity bears the responsibility under Senate Bill 375 to implement and administer regional transportation plans (RTP) and sustainable communities strategies (SCS) for purposes of achieving the goals for reducing greenhouse gases as envisioned by Assembly Bill 32. On April 7, 2016, SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The 2016 RTP/SCS contains a forecasted transportation system and development pattern for the region, which, if implemented, will reduce greenhouse gas emissions to meet regional greenhouse gas emission reduction targets, which CARB had established as eight percent below 2005 per capita emissions levels by 2020, and 13 percent below 2005 per capita emissions levels by 2035. On June 28, 2016, CARB accepted SCAG's quantification of GHG emission reductions from the 2016 RTP/SCS and determined that the 2016 RTP/SCS would, if implemented, achieve the 2020 and 2035 GHG emission reduction targets and, thus, met the criteria to be a sustainable communities strategy. The 2016 RTP/SCS was last amended in September 2018, to reflect CARB's revised long-range GHG emissions reduction target of 19 percent below 2005 per capita emissions levels by 2035.

5 As defined in the TOC Affordable Housing Incentive Program Guidelines, a Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. City of Los Angeles Department of City Planning, 2018. Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines). Available at: https://planning.lacity.org/ordinances/docs/toc/TOCGuidelines.pdf, accessed June 12, 2020.

The SCAG Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) is SCAG's most recent update to the 2016 RTP/SCS. Like the 2016 RTP/SCS, the 2020 RTP/SCS is a long-range visioning plan for the six-county SCAG region that highlights the existing land use and transportation conditions throughout the SCAG region and forecasts how it will meet the region's transportation needs between 2020 and 2045, as well as achieve CARB's GHG emissions reduction targets. Specifically, the 2020 RTP/SCS identifies and prioritizes expenditures of this anticipated funding for transportation projects of all transportation modes: highways, streets and roads, transit, rail, bicycle and pedestrian, as well as aviation ground access. It also includes a set of visions, goals, objectives, policies and performance measures developed through public and stakeholder outreach sessions across SCAG's region. On September 3, 2020, SCAG's Regional Council formally adopted the 2020 RTP/SCS. On October 30, 2020, CARB officially determined that the 2020 RTP/SCS would achieve CARB's 2035 GHG emission reduction target. Collectively, the 2016 RTP/SCS and 2020 RTP/SCS demonstrate how the SCAG region will achieve CARB's identified GHG reduction targets, and for this reason, this SCPE addresses the consistency of the Project with both plans.

SUSTAINABLE COMMUNITIES STRATEGY CRITERIA – Public Resources Code (PRC) Section 21155		
PRC § 21155(a). Consistency with the general use designation, density, building intensity, and applicable policies specified for the project area in a sustainable communities strategy.	Consistent?	
	Yes	No
As described in Section 1, Project Description, the Project would develop a 200-unit apartment building at 5600 Hollywood Boulevard. The Project would be developed on a rectangular-shaped site comprised of four legal parcels totaling approximately 37,135 square feet (0.85 acres) that is currently developed with a three-story structure, a two-story structure, associated surface parking, and a vacant lot. The Project would develop an 17-story apartment building with 200 dwelling units, including 40 units set aside for Very Low Income households. The Project would be required to provide 237 parking spaces to serve the Project's proposed uses under California Assembly Bill 2345. The Project would include 113 bicycle parking stalls (100 long-term stalls and 13 short-term stalls) and 265 vehicle parking spaces. Parking would be provided in the building with two subterranean levels and three above-ground levels, accessed by the driveway located on St. Andrews Place. The proposed building would be approximately 200 feet in height and contain approximately 222,234 square feet of floor area, resulting in a proposed FAR of 6.01. The Project is designated for 'High Density Residential" uses (Attachment A), and would be consistent with the general use designation, density, and building intensity outlined in the 2016 RTP/SCS, as well as the 2020	X	

RTP/SCS.[6] It should be noted that the statutory requirement is that a project achieves general rather than absolute or perfect consistency with the SCAG 2016 RTP/SCS and 2020 RTP/SCS use designation, density, and building intensity projections.

2016 RTP/SCS

In the 2016 RTP/SCS, using data collected from local jurisdictions, including general plans, SCAG categorized existing land uses into land use types, then combined the land use types into 35 place types, and then classified sub-regions into one of three Land Development Categories: 'Urban', 'Compact', or 'Standard'. SCAG used each of these categories to describe the conditions that exist and/or are likely to exist within each specific area of the region. [7]

SCAG categorizes the area surrounding the Project Site as 'Urban.' The RTP/SCS defines 'Urban' areas as: "often found within and directly adjacent to moderate and high density urban centers. Virtually all 'Urban' growth would be considered infill or redevelopment. The majority of housing units are multifamily and attached single family (townhome), which tend to consume less water and energy than the larger types found in greater proportion in less urban locations. These areas are supported by high levels of regional and local transit service. Well-connected street networks and the mix of intensity of uses result in a highly walkable environment. Enhanced access and connectivity for people who choose not to drive or do not have access to a vehicle." [8]

The 'Urban' Land Development Category comprises the following urban footprint scenario models, including Urban Mixed Use, Urban Residential, Urban Commercial, City Mixed Use, City Residential, City Commercial, Town Mixed Use, Town Residential, Town Commercial, Village Mixed Use, Village Residential, and Village Commercial. [9] The Project Site would be generally consistent with the City Residential and Urban Residential place types within the Urban Land Use Development Category, as described further below.

- City Residential place type is "dominated by mid- and high-rise residential towers, with some ground-floor retail space. Parking is usually structured below or above ground. Residents are well served by transit, and can walk or bicycle for many of their daily needs." The land use mix for this place type is typically approximately 65 percent residential, four percent employment, 11 percent mixed use, and 20

6 On June 28, 2016, the California Air Resources Board (CARB) officially determined that the 2016 RTP/SCS would, if implemented, achieve CARB's 2020 and 2035 GHG emission reduction targets. (CARB Executive Order G-16-066, June 28, 2016). On October 30, 2020, CARB officially determined that the 2020 RTP/SCS would, if implemented, achieve CARB's 2035 GHG emission reduction target. (CARB Executive Order G-20-239, October 30, 2020).

7 Southern California Associate of Governments (SCAG), 2016. The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS). Pages 20-21. Available at: http://scagrtpscs.net/Documents/2016/draft/d2016RTPSCS.pdf, accessed June 13, 2020.

8 SCAG, 2016. 2016-2040 RTP/SCS. Page 20.

9 SCAG, 2016. 2016-2040 RTP/SCS. Background Documentation, Reference Document 9 and 6.

percent open space/civic. The residential mix is typically 97 percent multi-family and 3 percent townhome. The average total net FAR is 2.9:1, height ranges from 5 to 40 stories, and the gross density ranges from 35 to 37 households per acre. [10] • Urban Residential place type is the "most intense residential-focused type" and is typically found within or adjacent major downtowns. Typical buildings are 5 to 60 stories tall, with structured parking below or above ground. Residents are well served by transit, and can walk or bicycle for many of their daily needs. The land use mix for this place type is typically approximately 64 percent residential, 4 percent employment, 12 percent mixed use, and 21 percent open space/civic. The residential mix is typically 100 percent multi-family. The average total net FAR is 9.0:1, and the gross density is 131 households per acre and 44 employees per acre. [11] The Project's scale would be generally consistent with the City Residential, and Urban Residential place types as it would develop a seventeen-story apartment building with 200 dwelling units in a highly-urbanized part of the City that is well served by multiple regional and local transit lines, as well as other modes of transportation. While a typical FAR for the Urban Residential place type is 9:1, the Project would have a FAR of 6.0:1 with multi-family residential uses. The density range for Urban Residential place types is 75-500 units per acre. [12] The Project would have a density of approximately 236 dwelling units per acre, which is near the midpoint of this range. Given that the Project would develop market rate and Very Low Income residential uses within walking distance of multiple transit opportunities and facilitate bicycling through the provision of on-site bicycle parking spaces and a bicycle maintenance area on the second floor, the Project would provide opportunities for residents to use public transit or bicycling for work trips, and walk or bike to retail businesses near the Project Site. Additionally, the Project's increase in density provides a foundation for the implementation of other strategies, such as enhanced transit services, by facilitating the use of transit by more people, which in turn results in more funds for improvements and enhancements. The existing Metro B (Red) Line Hollywood/Western Station is approximately 700 feet east of the Project Site. Additionally, numerous local bus routes are located within one-half mile of the Project Site, including Metro Routes 2/302, 180, 181, 207, 217, 757, 780, and the Downtown Area Short Hop (DASH) Hollywood Counterclockwise and Clockwise. Thus, the Project will encourage the utilization of transit as a mode of transportation to and from the Project Site and contribute to the productivity and use of the regional transportation system by providing housing near transit. As such, due to the Project's proposed multi-family residential use, building height, density, and proposed FAR, the Project is generally		

10 SCAG, 2016. 2016-2040 RTP/SCS. Background Documentation, Reference Document 6.

11 SCAG, 2016. 2016-2040 RTP/SCS. Background Documentation, Reference Document 6.

12 SCAG, 2016. 2016-2040 RTP/SCS. Background Documentation, Reference Document 6.

consistent with the City Residential, Town Residential, and Urban Residential place types and the 'Urban' Land Development Category as well as the associated use, density, and building intensity projections specified in the 2016 RTP/SCS. 2020 RTP/SCS For the 2020 RTP/SCS, SCAG revised its depiction of forecasted growth patterns by focusing more generally on transportation infrastructure and existing job centers in order to determine where future growth of employment and households would likely occur. Specifically, SCAG's 2020 RTP/SCS, Sustainable Communities Strategy Technical Report, identifies Priority Growth Areas in the region where growth is forecasted to occur due to proximity to existing and planned transit, existing job centers, existing and planned infrastructure to support more walkability and use of alternative transportation modes, and in areas identified for jurisdictional expansion (i.e. spheres of influence). These Priority Growth Areas, which are shown in Exhibit 1, Connect SoCal Forecasted Development Regional Development Pattern, of the Sustainable Communities Strategy Technical Report, include Transit Priority Areas, High Quality Transit Areas, Job Centers, Livable Corridors, and Neighborhood Mobility Areas. Collectively, these Priority Growth Areas are anticipated to contain 95 percent of the growth in the region through the horizon year of 2045. As shown in Attachment A, the Project Site falls within an identified Priority Growth Area under the 2020 RTP/SCS. Therefore, the Project and the Project Site are consistent with SCAG's forecasted development pattern for the region, including the general use designation, density, building intensity, and applicable policies specified for the area. The Project is also consistent with the goals and policies in the 2016 RTP/SCS and 2020 RTP/SCS, as outlined in Attachment B. As such, the Project is consistent with this criterion.		
PRC § 21155(b). To be considered a Transit Priority Project (TPP), as defined by § 21155(b), the project must meet all of the following criteria. A TPP shall:	Consistent? Yes	No
(1) Contain at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75; The Project would construct a 17-story apartment building with a total floor area of 222,234 square feet. No other uses would be present onsite besides the residential uses. Therefore, based on total building square footage, the Project would contain 100 percent residential uses. Since the Project would contain no non-residential uses, the Project would not be subject to the floor area ratio requirements outlined in this criterion. Nevertheless, the Project would have a FAR of 6.0:1, which is greater than	X	

0.75. As such, the Project is consistent with this criterion.		
(2) Provide a minimum net density of at least 20 dwelling units per acre; and The Project would develop the approximately 37,135 square feet (0.85 acres) Project Site, which is currently improved with a three-story structure, a two-story structure, associated surface parking, 27 non-protected trees, and a vacant lot. The net housing density for the Project is approximately 200 units per 0.85 acres, which is greater than the required minimum of 20 units per acre. As such, the Project is consistent with this criterion.	X	
(3) Be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in PRC Section 21064.3, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one half mile from the stop or corridor. The applicable regional transportation plan is the SCAG 2016 RTP/SCS and the SCAG 2020 RTP/SCS. PRC Section 21064.3 defines a major transit stop as a site containing any of the following: (a) An existing rail or bus rapid transit station. (b) A ferry terminal served by either a bus or rail transit service. (c) The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." A high quality transit corridor is "[a] corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours". [13] The City defines peak hours as between 6 AM and 9 AM and between 4 PM and 7 PM. As described below, the Project Site is located within one-half mile of an existing major transit stop. <u>Major Transit Stop</u> According to PRC Section 21064.3(a), a "major transit stop" can include an existing rail transit station. The entirety of the Project Site is located within approximately 700 feet of the existing Los Angeles County Metro B (Red) Line Hollywood/Western Station, near the intersection of Hollywood Boulevard and Western Avenue. The Metro B (Red) line is an existing rail subway system that runs between Downtown Los Angeles and North	X	

13 SCAG, 2020. Connect SoCal 2020-2045 RTP/SCS, page 87. Available at: https://www.connectsocal.org/Documents/Adopted/fConnectSoCal-Plan.pdf, accessed June 30, 2020.

Hollywood. In addition to rail, other regular bus routes in the area include Metro Routes 2/302, 180, 181, 207, 217, 757, 780, and the DASH Hollywood Counterclockwise and Clockwise. <u>High-Quality Transit Corridor</u> As described above, the Project Site is located approximately 700 feet of the existing Metro B Line Hollywood/Western station, near the intersection of Hollywood Boulevard and Western Avenue. This portion of Hollywood Boulevard has been designated as a high-quality transit corridor by Metro and SCAG. The Project Site, is therefore located within one-half mile of a high-quality transit corridor. Furthermore, SCAG has identified the Project location as a High Quality Transit Area (HQTA) and TPA based on the site's proximity to a major transit stop (Attachment A). An HQTA is defined as "a walkable transit village or corridor, consistent with the adopted RTP/SCS and is within one half-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours".[14] In addition, the City of Los Angeles ZIMAS system identifies the Project Site as being located within a TPA, defined as an area within one-half mile of a major transit stop that is existing or planned.[15] As such, the Project is consistent with this criterion.		
PRC § 21155.1(a). The TPP complies with all of the following environmental criteria:	Consistent?	
	Yes	No
(1) The TPP and other projects approved prior to the approval of the TPP but not yet built can be adequately served by existing utilities, and the TPP applicant has paid, or has committed to pay, all applicable in-lieu or development fees. A considerable increase in demand for services or utilities would not be anticipated with the implementation of the Project since it is located in an existing heavily urbanized location served by existing public utilities and services. The Los Angeles Department of Water and Power (LADWP) provides electricity and water, and the City of Los Angeles Bureau of Sanitation (LASAN) provides sewer services and solid waste collection to the Project Site. LASAN also manages the City's storm drain infrastructure. The Southern California Gas Company (SoCalGas) provides natural gas services to the City and would be expected to serve	X	

14 SCAG, 2020. Connect SoCal 2020-2045 RTP/SCS. Technical Report, Page 17. Available at: https://www.connectsocal.org/Documents/Adopted/fConnectSoCal_Sustainable-Communities-Strategy.pdf, accessed September 22, 2020.

15 City of Los Angeles, ZIMAS, 2020. Parcel information for 5600 Hollywood Boulevard. Available at: http://zimas.lacity.org/, accessed July 2, 2020.

the Project Site. AT&T would be the telephone and fiber provider for the Project Site. Charter would be the cable television and fiber provider for the Project Site. While domestic water demand is a project's main contributor to water consumption, fire flow demands have a much greater instantaneous impact on infrastructure and are therefore the primary means for analyzing infrastructure capacity. As discussed in the Civil Engineering Schematic Design Narrative prepared for the Project by KPFF Engineering in July 10, 2020 (Attachment C1), the new building water service will require a 6-inch water service, 6-inch meter, and reduced pressure backflow preventer with a required service demand of 450 gallons per minute (gpm). A 6-inch domestic water and fire water connection, meter and backflow preventor is proposed along Carlton Way. On Hollywood Boulevard a 6-inch fire water connection and meter will also be proposed to service the proposed development. Based on the proposed location of the Project Site along Hollywood Boulevard, encountering water capacity issues for the project is not anticipated. However, as provided in the Water Report, in accordance with City policy, a Service Advisory Request (SAR) was submitted to LADWP to determine the availability of fire flow water service for the Project. Based on LADWP's review of the Project, LADWP has confirmed that there is sufficient capacity to provide fire flow water service to the Project (Attachment C1). In addition, LADWP's 2015 Urban Water Management Plan (UWMP), which accounts for existing development within the City as well as projected growth through the year 2040, concludes that LADWP would meet all new domestic demand for water due to projected population growth through the year 2040.[16] Furthermore, the Project and other proposed projects would be required to comply with numerous water conservation regulations contained in the Los Angeles Municipal Code (LAMC) to reduce water consumption (i.e., Ordinance Nos. 166,080; 180,822; 181,480; 181,899; 182,849; 183,608; 183,833; 184,248; and 184,250), and with the California Green Building Standards Code, which contain standards designed for efficient water use. Specifically, the Project, with inclusion of the required water conservation features, will use approximately 13,348.3 gallons per day (gpd), which is equivalent to approximately 66.7 gallons per household per day (Attachment D2). As calculated in the Water Use Analysis, the average residential household water use in 2016 was 311.8 gallons per household per day. Therefore, the per household water usage for the Project would be approximately 49 percent less than the average household. As discussed in the Civil Engineering Design Narrative (Attachment C1), there is an existing 8-inch sewer line in Hollywood Boulevard, an 8-inch sewer line in Carlton Way, and a 15-inch sewer line in St. Andrews Place. Two 8-inch sewer connections are proposed along St. Andrews Place to service the Project; however, it is not anticipated that the Project will		

16 LADWP, 2016. LADWP Urban Water Management Plan 2015. Available at: https://www.ladwp.com/cs/idcplg?IdcService=GET_FILE&dDocName=QOELLADWP005416&RevisionSelectionMethod=LatestReleased, accessed August 14, 2020.

encounter capacity issues for sewage flow. Furthermore, a Sewer Capacity Availability Review (SCAR) that identifies the Project's estimated total flow was submitted to LASAN to verify capacity availability. Based on the approved SCAR, LASAN has confirmed that there is sufficient capacity to service the Project (Attachment C1). LASAN's review considers the Project demands on the infrastructure in conjunction with existing conditions and forecasted growth. In addition, the City's Integrated Resources Plan addresses the facility needs of the City's wastewater program, recycled water, and urban runoff/stormwater management through the year 2020, and for the next planning horizon, the City has developed the One Water Los Angeles 2040 Plan.[17] As it relates to wastewater, the One Water LA 2040 Plan includes a Wastewater Facilities Plan, which would guide LASAN decisions on implementing system improvements to its wastewater collection and treatment facilities. The One Water LA 2040 Plan concludes that based on the design capacities and the projected future flows of each water reclamation plant within the City through year 2040, all existing water reclamation plants would have sufficient capacity to manage projected wastewater flows. As such, the Project as well as other projects within the City could be served by the existing sewer infrastructure. As previously described, LASAN also manages the City's storm drain infrastructure. In terms of stormwater runoff, the Project would actually be expected to decrease the amount of runoff that would flow to nearby storm drains due to inclusion of Low Impact Development (LID) best management practices (BMPs) to capture some of the stormwater. In addition, per City requirements, the Project would be required to comply with the Los Angeles County Department of Public Works Hydrology Manual and the City's LID Ordinance to treat stormwater for pollutants and control runoff at buildout. Therefore, the Project would not create or contribute runoff water which would exceed the capacity of the existing or planned stormwater drainage system. Based on the Civil Engineering Design Narrative, electrical service will be provided by a utility vault located on the ground floor. The utility vault will distribute 480 V power, which will then step down to distribute 120 V to the residential floors via an onsite transformer (Attachment C1). SoCalGas would be the gas provider for the Project. As discussed in the MEPF Concept Narrative prepared for the Project in November, 2019 (Attachment C2), one gas meter shall be provided for the back of house and central domestic and space heating systems and located on the ground floor parking structure in a dedicated room as outlined by the gas company rules and regulations. Building gas meter and service will be medium pressure (5 pounds per square inch [psi]) and will supply water heaters and space heating boilers on the roof and pool heaters. Final determination of gas pressure will be applied for and approved by		

17 City of Los Angeles, Sanitation Department (LASAN), 2018. One Water LA 2040 Plan. Available at: https://lacitysan.org/san/faces/home/portal/s-lsh-es/s-lsh-es-owla/s-lsh-es-owla-r?_adf.ctrl-state=trq6gzfzd_5&_afrLoop=675108879634236#!, accessed July 8, 2020.

SoCalGas. Earthquake valves shall be installed downstream of each gas meter and securely mounted to structure (Attachment C2). With regard to electrical service, LADWP's most recently adopted 2017 Power Strategic Long-Term Resources Plan[18] identifies adequate resources (natural gas, coal) to support future generation capacity over the next 20 years. Data used to develop the LADWP demand forecasts take into account population growth as determined in the UCLA Anderson Forecast Project and the California Department of Finance Demographic Research Unit. As stated in the 2016 RTP/SCS and the 2020 RTP/SCS, population estimates are based on the California Department of Finance, and subsequently, information provided directly from the cities located in the SCAG region. Therefore, the data used for LADWP's demand forecasts, the 2016 RTP/SCS, and the 2020 RTP/SCS are consistent. Projections for energy efficiency improvements and economic growth which includes construction projects are also provided within the Long-Term Resources Plan. Therefore, electricity usage resulting from the future operation of the Project is accounted for in the LADWP projections. Furthermore, the Project will be required to incorporate energy conservation features and comply with applicable regulations, including the California Green Building Standards (CALGreen) Code and State energy standards under Title 24, as necessary. As such, based on LADWP's 2017 Power Strategic Long-Term Resources Plan, the Project can be served by the existing and planned electrical service. With regard to natural gas, the 2018 California Gas Report presents a comprehensive outlook for natural gas requirements and supplies for California through the year 2035.[19] As stated therein, the California Energy and Electric Utilities, a collective of California's utility companies, estimates natural gas supplies within SoCalGas' planning area. As with LADWP's 2017 Power Strategic Long-Term Resources Plan discussed above, the 2018 California Gas Report considers changing economics and demographics and trends in growth in various market sectors to plan for future natural gas supplies and infrastructure. Therefore, natural gas usage resulting from future operation of the Project as well as other nearby projects is accounted for in the SoCalGas projections. Furthermore, as specifically discussed in the 2018 California Gas Report, SoCalGas projects total gas demand to decline from 2018 to 2035 due to modest economic growth, the California Public Utilities Commission mandated energy efficiency standards and programs, tighter standards created by revised Title 24 Codes and Standards, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure. Consistent with this forecast, pursuant to City and state requirements, the Project would incorporate energy conservation features and comply with applicable regulations, including the CALGreen Code and State energy standards under Title 24		

18 LADWP, 2017. 2017 Final Power Strategic Long-Term Resource Plan. https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=5d4lodijf_4&_afrLoop=17594391556739, accessed September 22, 2020.

19 California Gas and Electric Utilities, 2018. 2018 California Gas Report. Available at: https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf, accessed June 30, 2020.

that would continue to reduce the use of natural gas. As such, based on the 2018 California Gas Report, the Project could be served by the existing and planned natural gas service. Regarding solid waste services, as required by City Ordinance No. 181,519 (Waste Hauler Permit Program), Project construction waste would be hauled by permitted haulers and taken only to City-certified construction and demolition processing facilities that are monitored for compliance with recycling regulations. In addition, during operation the Project would provide adequate storage areas in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), which requires that development projects include an on-site recycling area or room of specified size. The Project would also comply with State and local solid waste reduction and recycling regulations including AB 939, AB 341, AB 1826 and the City's RENEW LA waste diversion goals. In addition, the Project would be required to pay all applicable permit and development fees pursuant to code requirements and conditions of the Project. The applicable fees include but are not limited to the Los Angeles Unified School District fee in compliance with Senate Bill 50 and parks and recreation fees pursuant to LAMC Section 21.10.3(a)(1). Thus, the Project meets this criterion.		
(2) The site of the TPP does not contain wetlands or riparian areas, does not have significant value as a wildlife habitat, and implementation of the project would not harm protected species. The Project is situated in an established, fully developed mixed-use corridor, adjacent to a large boulevard, and nearby multiple employment centers. The Project Site is currently developed with an existing three-story structure, a two-story structure, associated surface parking, and a vacant lot. Review of the United States Fish and Wildlife Service's National Wetlands Inventory identified no protected wetlands in the vicinity of the Project Site and the Project Site is not located within a riparian area.[20] The nearest body of water is the Hollywood Reservoir, approximately 1.5 miles northwest of the Project Site. Furthermore, as the Project Site is fully developed, there are no open spaces with water courses such as streams or lakes within or adjacent to the Project Site, and the Project Site and vicinity do not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act. Therefore, the Project would not have a substantial adverse effect on wetlands, riparian habitat, or other sensitive natural communities identified in federal, state, or local plans, policies, and regulations. Furthermore, the Project Site is not located in or adjacent to a Biological	X	

20 U.S. Fish and Wildlife Service, 2020. National Wetlands Inventory, Wetlands Mapper. Available at: www.fws.gov/wetlands/Data/Mapper.html, accessed June 18, 2020.

Resource Area as defined by the City.[21] Moreover, the Project Site and immediately surrounding area are not within or near a designated Significant Ecological Area.[22] The Project Site currently contains 27 non-protected trees that would be replaced with 104 trees.[23],[24] However, the trees that are to be removed have the potential to support nesting birds that are protected under the Migratory Bird Treaty Act (MBTA), which prohibits take of all birds and their active nests, as well as the regulations of the California Fish and Game Code. As discussed in Attachment F(a) and F(b), consistent with Mitigation Measures MM-BIO-1(b), MM-BIO-2(b), and MM-BIO-4(b) included in SCAG's 2016–2040 RTP/SCS Final Program EIR, and consistent with Mitigation Measures PMM BIO-1 through PMM BIO-4 included in SCAG's 2020–2045 RTP/SCS Final Program EIR, the removal or pruning of trees would occur in accordance with the MBTA and state and local requirements. Thus, the Project would not harm any species protected by the Federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the Native Plant Protection Act [Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code], or the California Endangered Species Act [Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code], and, therefore, meets this criterion.		
(3) The site of the TPP site is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code. Government Code Section 65962.5 requires the compilation of a list of hazardous materials sites, commonly referred to as the "Cortese List." Because the statute was enacted more than 20 years ago, some of its provisions refer to agency activities that were conducted many years ago and are no longer being implemented; in some cases, the information required to be compiled on the Cortese List does not exist. Those requesting a copy of the Cortese Lists are now referred directly to the appropriate information resources contained on internet websites hosted by the boards or departments referenced in the statute, including the Department of Toxic Substances Control's (DTSC's) online EnviroStor database and the State Water Resources Control Board's online GeoTracker database.[25] EnviroStor and Geotracker each provide access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor and Geotracker also provide information on investigation, cleanup, permitting, and/or corrective actions that are permitted, planned, being conducted, or have been completed under DTSC's and the Regional	X	

21 City of Los Angeles, Department of City Planning, 1995. Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, p. 2-18-4. January 19, 1995.

22 Los Angeles County Department of Regional Planning, 2020. Planning & Zoning Information, GIS-NET3 online database. Available at: http://planning.lacounty.gov/gisnet3, accessed June 18, 2020.

23 One tree is required for every four residential units. The Project's 200 units would require 50 trees.

24 5600 Hollywood Boulevard, Los Angeles, California, 90028, Schematic Design. Date: 07.24.2020.

25 California Environmental Protection Agency (CalEPA). 2020. Background and History, Cortese List. Available at: https://calepa.ca.gov/sitecleanup/corteselist/Background/, accessed July 2, 2020.

Water Quality Control Board's (RWQCB) respective oversight. Phase I Environmental Site Assessments (ESAs), prepared on February 9, 2018 and May 18, 2018 were conducted for all Project Site parcels except at the vacant 5600 Hollywood Boulevard parcel. However, information regarding the 5600 Hollywood Boulevard parcel was acquired by reviewing the historical aerial photographs, Sanborn fire insurance maps, and other applicable information from the adjacent Phase I assessment report conducted for 1655 North Saint Andrews Place (apartment building) and 5607 West Carlton Way (parking lot). The Phase I ESA for 1655 North St. Andrews Place (apartment building) and 5607 West Carlton Way (parking lot) was prepared in May 2018 by EFI Global, and the Phase I ESA for the 5604 Hollywood Boulevard parcel (Precise Auto Body) was prepared in February 2018 by Western Environmental Engineers Company (WEECO). (Attachment E1 and E2).[26,27] As part of the Phase I, local agencies were contacted to request any information related to hazardous materials on-, or in the immediate vicinity, of the Project Site. In addition, a Preliminary Endangerment Assessment (PEA) was prepared for the Project Site, to summarize and expand on the findings of the Phase I ESAs, by ESA in May 2020 (Attachment E3). According to responses to requests from the Los Angeles Regional Water Quality Control Board (LARWQCB), DTSC, and the Los Angeles Fire Department (LAFD), there are no files for the Project Site. Furthermore, a review of the Geotracker, EnviroStor, Certified Unified Program Agency (CUPA) Active and Inactive Underground Storage Tank (UST) and Aboveground Storage Tank (AST) Inventory, and the Los Angeles County Fire Department Health Hazardous Materials Division (LACFD HHMD) Active CUPA Program Records, Inactive CUPA Program Records, Site Mitigation Unit Case Records, and California Accidental Release Prevention (CalARP) databases found no files for the Project Site.[28] Additional inquiry responses did not result in the finding of any significant environmental concerns. [29,30] Accordingly, the Project Site is not located on any list of hazardous waste sites pursuant to Section 65962.5 of the Government Code and would not result in a significant hazard to the public or environment (Attachment E1 and E2).		
(4) The site of the TPP is subject to a preliminary endangerment assessment prepared by a registered environmental assessor to	X	

26 EFI Global, Inc., 2018. Phase I Environmental Site Assessment Report: 5607 West Carlton Way and 1655 North St. Andrews Place, Los Angeles, California 90028.

27 Western Environmental Engineers, Co. (WEECO), 2018. Phase I Environmental Site Assessment Report, 5604-5610 Hollywood Boulevard, Los Angeles, California 90028.

28 While the CUPA Active and Inactive UST and AST Inventory, and the LACFD HHMD Active CUPA Program Records, Inactive CUPA Program Records, Site Mitigation Unit Case Records, and CalARP databases are not included as part of the Cortese List pursuant to Section 65962.5, they were consulted for the Phase I because they provide related information regarding hazardous substance and/or material use and contamination.

29 EFI Global, Inc., 2018. Phase I Environmental Site Assessment Report: 5607 West Carlton Way and 1655 North St. Andrews Place, Los Angeles, California 90028.

30 Western Environmental Engineers, Co. (WEECO), 2018. Phase I Environmental Site Assessment Report, 5604-5610 Hollywood Boulevard, Los Angeles, California 90028.

determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity.

(a) If a release of a hazardous substance is found to exist on the site, the release shall be removed or any significant effects of the release shall be mitigated to a level of insignificance in compliance with state and federal requirements;

(b) If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with state and federal requirements.

As previously stated, Phase I ESAs as well as a PEA, included within Attachment E, were conducted for all Project Site parcels except at the vacant 5600 Hollywood Boulevard parcel. Some information regarding the 5600 Hollywood Boulevard parcel was acquired by reviewing the historical aerial photographs and Sanborn fire insurance maps from the adjacent Phase I ESA conducted for 1655 North St. Andrews Place (apartment building) and 5607 West Carlton Way (parking lot) (Attachment E1). Previous uses of the Project Site and nearby properties were evaluated to identify any historically recognized environmental conditions and to determine the existence of hazardous substance releases on the Project Site and also determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity. The findings of these reports are summarized below.[31]

Site Reconnaissance

5604 Hollywood Boulevard Phase I ESA

The 5604 Hollywood Boulevard parcel is currently developed with one two-story, approximately 4,188 square foot building on the northern portion of the parcel that occupies the majority of this 0.2-acre parcel. The southern portion of this parcel is a paved parking lot with a parking canopy on a smaller portion of the parking lot. The lower floor is used for vehicle storage and the upper floor is used for residences. At the time of the site reconnaissance, various vehicles and auto body repair equipment were observed at the parcel. The business (Precise Auto Body) uses paints, thinners, and cleaning solvents. Nine 55-gallon industrial drums, some with secondary containment and some without, which were labeled as containing hazardous waste (paint waste, thinner, waterborne cleaning solution, waste, filters/rags/solids/debris) and coolant were observed, along with minor spills and stains. Based on small quantities of observed hazardous materials, the de minimus nature of stains, the site is

31 Note that the Sustainable Communities Project CEQA Exemption (specifically, Public Resources Code Section 21151.1(a)(4)) does not contemplate or require the preparation of a preliminary endangerment assessment pursuant to the requirements of Health & Safety Code Chapter 6.8, which is a distinct and unrelated statutory regime. This fact has been confirmed by the DTSC, which has noted that Public Resources Code Section 21151.1 does not envision any role or mandate any regulatory oversight by DTSC.

completely paved, and the nature of the business, the Phase I ESA concluded these materials are not expected to represent a significant environmental concern (Attachment E2, page 42). *5607 West Carlton Way and 1655 North Saint Andrews Place Phase I ESA* The 1655 North St. Andrews Place is currently developed with a two-story, 5,572 square-foot residential apartment building that occupies the majority of the 0.2-acre parcel. Some minor landscaping is present along the south side of the building. At the time of the site reconnaissance, no significant hazardous materials storage or recognized environmental conditions (RECs) were observed at this parcel. Persons familiar with the parcel were interviewed and stated that they were not aware of any RECs associated with the parcel. The 5607 West Carlton Way parcel is currently developed as a paved parking lot for the 1655 North St. Andrews Place apartment building discussed above. Minor landscaping is present along the south side of the parking lot. At the time of the site reconnaissance, no significant hazardous material storage or recognized environmental conditions were observed at this parcel. Persons familiar with this parcel were interviewed and stated that they were not aware of any negative environmental conditions associated with the parcel. Therefore, it was concluded that no RECs are present on the Project Site (Attachment E1, page 25). Asbestos Containing Materials (ACM) and Lead Based Paint (LBP) Based upon the age of the existing structures (built prior to the federal government's ban on the use of ACM and LBP for commercial uses in 1978) on the Project Site, ACMs and LBP are presumed to exist. An asbestos survey and a LBP survey are both recommended prior to demolition, per the Phase I ESAs. If encountered, the South Coast Air Quality Management District (SCAQMD) and California Occupational Safety and Health Administration (Cal/OSHA) require that the confirmed ACM be removed by a Cal/OSHA registered abatement contractor prior to any demolition activities, which may disturb the material. As discussed in Attachment F(a) and F(b), consistent with Mitigation Measures MM-HAZ-1(b) and MM-HAZ-4(b) included in SCAG's 2016 RTP/SCS EIR, and consistent with Mitigation Measures PMM HAZ-1 and PMM HAZ-4 included in SCAG's 2020 RTP/SCS EIR, an assessment of ACM and LBP presence on the Project Site prior to construction activities, including methods and processes to avoid exposure if ACM and LBP materials are identified, would be required. Therefore, there would be no hazardous material risk resulting from exposure to ACM and/or LBP as a result of Project implementation (Attachment E1, pages 22 and 23). Historical Uses *5604 Hollywood Boulevard Phase I ESA* Based on a review of historical information, this parcel was developed with		

one residence and a smaller outbuilding labeled "Auto" as of 1919. Sometime before 1948, the residence and outbuilding had been removed and replaced with the current building. Between 1960 and 1994, the commercial occupants included a piano company, a film and visual aid distribution company, a trading company, a loan and jewelry company, and a pawnbroker. None of these uses are anticipated to have used significant quantities of hazardous materials or resulted in recognized environmental issues. From 2000 to 2006, the parcel was listed as "Allstate Insurance and Precise Auto Body." Since 2006, the parcel has been listed as "Precise Auto Body." However, spray booth permits obtained from the SCAQMD indicates the site could have been used as an auto body shop as far back as 1996. There are no violations recorded by the SCAQMD. It is unclear as to when the second floor was initially used for residential. The apartments are assumed to use small quantities of typical household cleaning solutions that are not expected to represent a significant environmental concern. Furthermore, the Phase I ESA for the 5604 Hollywood Boulevard parcel concluded that no historical recognized environmental conditions (HRECs) were identified (Attachment E3, page 5). *5607 West Carlton Way and 1655 North Saint Andrews Place Phase I ESA* Based on a review of historical information, the 1655 North Saint Andrews Place parcel was developed with a residential structure sometime before 1919. The current apartment building was constructed in 1957. The records indicate that this parcel has been utilized solely for residential purposes. Furthermore, no HRECs were identified for this parcel as part of the Phase I ESA. Based on a review of historical information, the 5607 West Carlton Way parcel was originally developed with a six-room one-story residence with a garage in 1913. This residence was demolished in 1956 and converted into the present-day parking lot. The records indicate that this parcel has been utilized solely for residential and parking purposes. Furthermore, no HRECs were identified for this parcel as part of the Phase I ESA. *5600 Hollywood Boulevard* Regulatory records indicate that one of the commercial businesses on the 5600 Hollywood Boulevard parcel was a dry cleaners and dyers business from at least 1924 through 1928. The Sanborn fire insurance maps identify the commercial stores as facing Hollywood Boulevard; therefore, the general location of the dry cleaners is assumed to have been at the location identified on Figure 1 of the PEA (Attachment E3). Note that gasoline was the major dry-cleaning solvent until 1928, after which Stoddard solvent, a less flammable petroleum hydrocarbon was used. Chlorinated hydrocarbons such as trichloroethene (TCE) and perchloroethene (PCE) did not come into use until 1930 and 1934, respectively. Given the time period of this dry cleaner, it is assumed that gasoline and possibly Stoddard solvent were used. Petroleum		

hydrocarbons (e.g., gasoline, Stoddard solvent) naturally degrade faster than chlorinated hydrocarbons (e.g., TCE and PCE) because they lack chlorine. The four years of dry-cleaning operations ended in 1928, about 92 years ago. Over this time period, it is anticipated that if any gasoline and Stoddard solvent that had been spilled, the spilled materials would have degraded to inert carbon, carbon dioxide, and water by now. Therefore, it was concluded that no HRECs are present on the Project Site (Attachment E3, page 6). A review of all major governmental databases was conducted any information related to hazardous materials on, or in the immediate vicinity, of the Project Site. While results showed that nearby properties were listed in the regulatory databases, the Project Site itself was not identified in any of the regulatory databases reviewed. Based upon the review of all pertinent regulatory documents, the Phase I ESAs concluded that there is only a low potential for any toxic or hazardous contamination to the Project Site from any of these off-site listed sources. Therefore, with compliance with applicable SCAG mitigation measures and regulatory requirements, implementation of the Project would not result in impacts pertaining to the release of or exposure to hazardous substances, including contaminants of potential concern (COPCs). Furthermore, the analysis and conclusions of the Phase I ESAs fully address and resolve the hazards-related analysis required by this criterion: namely, the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity. Therefore, the Project meets this criterion (Attachment E3 pages 1 and 2).		
(5) The TPP does not have a significant effect on historical resources pursuant to Section 21084.1. A Historic Resources Assessment (HRA) was prepared by ESA in [October] 2020 (Attachment G), to identify historical resources on and in the vicinity of the Project Site to assess any potential impacts the Project may have on identified historical resources. As discussed in the HRA, 5600 Hollywood Boulevard is currently undeveloped, and 5604-5606 Hollywood Boulevard is developed with a two-story brick vernacular modern building constructed in 1948 and designed by W. F. Pyne. 1655 N. Saint Andrews Place is developed with a three story Mid-Century Modern apartment building (comprised of a soft story at ground level for tuck-in parking spaces and with two levels of living units constructed above it); the apartment building was built in 1957 and designed by architect Josef Van Der Kar. 5607 Carlton Way is currently developed with a parking lot. The subject properties were evaluated in the HRA for their potential eligibility as historical resources for listing in the National Register of Historic Places (National Register), the California Register of Historical Resources (California Register), and for local designation as a City of Los Angeles Historical Cultural Monument (LAHCM). The HRA concluded that none of the subject properties are identified as designated historic resources, or are eligible under any of the	X	

applicable criteria at either the national, State, or local levels. Moreover, the impacts analysis provided in the HRA found that the Project would not cause substantial adverse changes to historical resources within the footprint of the Project and would not cause indirect impacts or substantially degrade the visual setting of known historical resources within a 0.25 mile radius that have direct views of the Project. Furthermore, vibration impacts to the property located at 5611 Carlton Way (Dunning House), identified as a known historical resource, and located adjacent to the Project, were reviewed to determine whether indirect vibration impacts from construction would occur to the historical resources. As determined in the HRA, based on the available information provided by the California Department of Transportation (Caltrans) and the Federal Transit Administration (FTA), the property located at 5611 Carlton Way is not anticipated to incur damage from vibrations caused by construction at the Project Site. Nonetheless, out of an abundance of caution, the Project would comply with regulatory requirements relating to vibration impacts, as discussed in Attachment F(a) and F(b), to monitor vibration levels to ensure they remain below the impact threshold of 0.2 in/sec PPV for protection of the adjacent historical resource, 5611 Carlton Way and 0.12 in/sec PPV for the other historical resources within the 0.25-mile radius. Therefore, the Project would not materially alter in an adverse manner the known historical resources per Section 15064.5(b) of the CEQA Guidelines. Therefore, the Project meets this criterion.		
(6) The TPP site is not subject to any of the following: **(a) A wildland fire hazard, as determined by the Department of Forestry and Fire Protection, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a wildland fire hazard.** As described above and recognized in the 2016 RTP/SCS and the 2020 RTP/SCS, the Project Site is located in a highly urbanized area of the City. The Project Site is not located within a Very High Fire Hazard Severity Zone pursuant to the City's ZIMAS system, nor is it located within a designated Fire Buffer Zone or Mountain Fire District by the 1996 City General Plan's Safety Element.[32,33] Therefore, the Project Site is not subject to a wildland fire hazard, and the Project meets this criterion. **(b) An unusually high risk of fire or explosion from materials stored or used on nearby properties;** As concluded by the Phase I ESAs, there are a limited number of sites of environmental concern in the Project vicinity; however, due to the distance	X	

32 City of Los Angeles, ZIMAS, 2020. Parcel information for 5600 Hollywood Boulevard., APN 5525004023. Available at: http://zimas.lacity.org/, accessed June 2, 2020.

33 City of Los Angeles, Department of City Planning, 1996. City of Los Angeles General Plan, Safety Element. Available at: https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf, accessed June 3, 2020.

to the Project Site and the lack of evidence regarding prior releases of hazardous materials, the risk of release of hazardous materials from these identified sites is considered unlikely. Accordingly, the Project Site is not subject to an unusually high risk of fire or explosion from materials stored or used on nearby properties or a risk of public health hazard in excess of federal or state standards. Therefore, the Project meets this criterion.

(c) Risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.

The Phase I ESAs prepared for the Project Site found that the Project Site is not included in any federal, State, or local environmental list that identifies the use, generation, storage, treatment or disposal of hazardous materials and chemicals, or release incidents of such materials which may impact the Project Site (Attachment E1 and E2). Additionally, as shown by ZIMAS, the Project Site is not located within the City's Methane or Methane Buffer Zones. Therefore, the Project would not result in public health exposure at a level that would exceed the standards established by any state or federal agency, and, thus, meets this criterion.

(d) Seismic risk as a result of being within a delineated earthquake fault zone, as determined pursuant to Section 2622, or a seismic hazard zone, as determined pursuant to Section 2696, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of an earthquake fault or seismic hazard zone.

As discussed in the Geotechnical Investigation prepared for the Project by Langan Engineering and Environmental Services in August 2020 (Attachment H), the Project Site is not located within a currently established Alquist-Priolo Earthquake Fault Zone or a fault zone mapped by the State Geologist pursuant to the Seismic Hazard Mapping Act.[34] Additionally, the Project Site is not located within a City-designated Fault Rupture Study Area, as identified in the City of Los Angeles Safety Element of the General Plan and in the City's ZIMAS System.[35,36] No active faults are known to pass through the immediate Project vicinity. The closest active fault to the Project Site, the Hollywood Fault, is located approximately 0.62 miles north of the Project Site.[37] While blind thrust faults and others in the region do not present a potential surface rupture hazard at the Project Site, these faults are considered active features capable of generating future earthquakes that could result in moderate to

34 City of Los Angeles, ZIMAS, 2020. Parcel information for 5600 Hollywood Boulevard. Available at: http://zimas.lacity.org/, accessed July 2, 2020.

35 City of Los Angeles, Department of City Planning. City of Los Angeles General Plan, Safety Element. 1996. Available at: https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf, accessed July 2. 2020.

36 City of Los Angeles, ZIMAS, 2020. Parcel information for 5600 Hollywood Boulevard. Available at: http://zimas.lacity.org/, accessed July 2, 2020.

37 City of Los Angeles, ZIMAS, 2020. Parcel information for 5600 Hollywood Boulevard. Available at: http://zimas.lacity.org/, accessed July 2, 2020.

significant ground shaking at the Project Site.[38] However, the Project would be required to comply with the existing building, grading, and seismic regulations of the Los Angeles Building Code (LABC), which incorporates the Uniform Building Code (UBC) and California Building Code (CBC). Compliance with these regulations is required by LAMC Section 91.7006, which requires the Los Angeles Department of Building and Safety (LADBS) to review and approve a final design-level geotechnical report for the Project prior to the issuance of grading permits. Furthermore, the final geotechnical report would incorporate the building design recommendations contained in the existing geology report prepared for the Project. Because the Project Site is not located within a designated earthquake fault or seismic hazard zone, the Project would not result in seismic risk as a result of being within a delineated earthquake fault zone or a seismic hazard zone, and the Project meets this criterion. **(e) Landslide hazard, flood plain, flood way, or restriction zone unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a landslide or flood.** The Project Site is not within a City-designated Hillside Area, a landslide zone, a liquefaction zone, a fault rupture study area, or a tsunami inundation zone.[39,40] The Project Site is not located in a 100-year flood hazard area according to the Los Angeles General Plan Safety Element.[41] Additionally, according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel #06037C1605F, the Project Site is located outside of any Special Flood Hazard Areas (SFHAs) and is identified as being within Zone X, which are areas determined to be outside of the 0.2 percent annual change floodplain. Furthermore, based on the Phase I ESAs, no wetlands were identified at the Project Site or adjoining/immediately surrounding properties and therefore, the risk of flooding from a seismically induced seiche is remote. Therefore, the Project would not result in landslide hazard, flood plain, flood way, or restriction zone impacts, and the Project meets this criterion.		
(7) The TPP site is not located on developed open space. **(a) For the purposes of this paragraph, "developed open space" means land that meets all of the following criteria:**	X	

38 Langan Engineering and Environmental Services, Inc., 2020. Geotechnical Investigation: Proposed Multi-Family Residential Development, 5600 Hollywood Boulevard, 5604-5606 Hollywood Boulevard, 1655 St. Andrews Place, and 5607 Carlton Way, Los Angeles, California, Tract: Irving Park, Lots: 11-14. August 2020.

39 City of Los Angeles, ZIMAS, 2020. Parcel information for 5600 Hollywood Boulevard. Available at: http://zimas.lacity.org/, accessed July 2, 2020.

40 Although the City of Los Angeles' Safety Element published in 1996 identifies the project site as being located within a liquefaction zone, more recent information provided by the California Geological Survey and reflected by the City's ZIMAS website no longer identifies the project site as being within a liquefaction zone.

41 City of Los Angeles, Department of City Planning. City of Los Angeles General Plan, Safety Element. 1996. Available at: https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf, accessed July 2. 2020.

i. Is publicly owned, or financed in whole or in part by public funds. **ii. Is generally open to, and available for use by, the public.** **iii. Is predominantly lacking in structural development other than structures associated with open spaces, including, but not limited to, playgrounds, swimming pools, ballfields, enclosed play areas, and picnic facilities.** The Project Site does not meet all of the "developed open space" criteria above, as it is entirely privately owned, and not open to or available for use by the public. The Project Site is also designated and zoned for High Density Residential uses, and is not designated or zoned for open space purposes.[42] Moreover, the Project Site is currently developed with an existing three-story structure, a two-story structure, associated surface parking, and a vacant lot, which is fenced off and not accessible to the public. While there is minimal landscaping, it is provided for the private use of the adjacent residential and commercial uses and does not contain active or passive recreational facilities that are open to the public. Surrounding properties share the same land use and zoning designations as the Project Site, and are built out with residential and commercial uses. The nearest park to the Project Site is Carlton Way Park, approximately 2,150 feet southwest of the Project Site Therefore, the Project Site is not located on developed open space, and the Project meets this criterion.		
(8) The buildings in the TPP are 15 percent more energy efficient than required by Chapter 6 of Title 24 of the California Code of Regulations, and the buildings and landscaping are designed to achieve 25 percent less water usage than the average household use in the region. As shown by the Energy Modeling Summary prepared for the Project (Attachment D1), the Project's energy use would be 15.1 percent less than the standards required by Title 24, Part 6 (2019). Moreover, the Project's water use per household would be 49 percent below the regional baseline. The Project would achieve its energy efficiency through the implementation of multiple measures including, but not limited to, enhanced exterior wall and roof insulation, high-reflectance roofing, overhanging balconies for solar shading, high performance windows, daylighting controls and other forms of high-efficiency lighting, high-efficiency heating, ventilation, and air conditioning (HVAC) systems, and centralized hot water system and high-efficiency water fixtures. The Project would achieve its water efficiency through multiple measures including high efficiency water-using appliances such as clothes washers and dishwashers, and efficient irrigation systems in compliance with the Los Angeles Green Building Code. Thus, the Project meets this criterion.	X	

42 City of Los Angeles, ZIMAS, 2020. Parcel information for 5600 Hollywood Boulevard. Available at: http://zimas.lacity.org/, accessed July 2, 2020.

PRC § 21155.1(b). The TPP complies with all of the following land use criteria:	Consistent?	
	Yes	No
(1) The site of the TPP is not more than eight acres in total area. The Project would develop a 200-unit apartment building on a 37,135 square foot lot (0.85 acre). Therefore, the Project Site is less than eight acres in total area, and the Project meets this criterion.	X	
(2) The TPP does not contain more than 200 residential units. The Project would develop exactly 200 residential units. Therefore, the Project would not contain more than 200 residential units, and meets this criterion.	X	
(3) The TPP does not result in any net loss in the number of affordable housing within the project area. The Project Site is currently improved with an existing three-story structure that contains 14 vacant apartments units, a two-story structure that formerly contained 6 residential units on the second level, associated surface parking, and a vacant lot. The Project would provide 40 affordable housing units for Very Low Income households, subsequently resulting in a net increase in the number of affordable housing units in the Project area. Therefore, the Project meets this criterion.	X	
(4) The TPP does not include any single level building exceeding 75,000 square feet. The Project would include 222,234 square feet in the new 17-story building. The largest level would be approximately 30,652 square feet. Therefore, the Project does not include any single-level building exceeding 75,000 square feet, and meets this criterion.	X	
(5) Any applicable mitigation measures or performance standards or criteria set forth in the prior environmental impacts, and adopted in findings, have been or will be incorporated into the TPP. There are no prior EIRs or other environmental documents prepared specifically for the Project Site. The most relevant prior EIRs for the Project are the SCAG 2016 RTP/SCS EIR, which was adopted in April 2016, and the SCAG 2020 RTP/SCS EIR, which was adopted in November 2020. The PEIRs include a Mitigation Monitoring and Reporting Program (MMRP), which provides a list of mitigation measures SCAG determined a lead agency can and should consider, as applicable and feasible, where the agency has identified that a project has the potential for significant effects).[43,44]	X	

43 SCAG, 2016-2040 RTP/SCS PEIR, Exhibit B Mitigation Monitoring and Reporting Program, available at: http://scagrtpscs.net/Documents/2016/peir/final/2016fPEIR _ExhibitB_MMRP.pdf, 2016, accessed May 2, 2020.

44 SCAG, Connect SoCal 2020-2045 RTP/SCS PEIR, Exhibit A Mitigation Monitoring and Reporting Program, available at: https://www.connectsocal.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf, 2020, accessed September 24, 2020.

While the SCAG mitigation measures should only be applied to projects that have the potential for significant effects, a discussion of applicability of these measures is also contained in Attachment F(a) and Attachment F(b). As described therein, many of the mitigation measures identified by SCAG would not apply to the Project and, therefore, would not be incorporated. In addition, as discussed in Attachment F(a) and Attachment F(b), the Project will already substantially comply with a number of the MMRP's mitigation measures through its required compliance with various State, regional, and local regulatory requirements, as well as its implementation of various conditions of approval. The 2016 RTP/SCS EIR MMRP and the 2020 RTP/SCS EIR MMRP also include various mitigation measures at the regional level that would be implemented by SCAG and are therefore not discussed in Attachment F(a) or Attachment F(b).		
(6) The TPP is determined not to conflict with nearby operating industrial uses. According to ZIMAS, there are no parcels near the Project Site that are zoned for industrial use. An aerial review of land uses on Google Maps revealed that this area is comprised of a mix of uses, including commercial development, residential uses, and public open space uses. As described above, uses to the north, across Hollywood Boulevard, are zoned [Q]R5-2. Uses to the east, are zoned [Q]R5-2 and R4-2. Uses to the west, across St. Andrews Place, are zoned [Q]R5-2 and R4-2. Grant Elementary School is located to the south, across Carlton Way, and is zoned PF-1XL. Given the nearby uses, there is no significant potential for a land use or operational conflict occurring between the Project and nearby operating industrial uses. Accordingly, the Project would not conflict with any nearby operating industrial uses, and meets this criterion.	X	
(7) The TPP is located within one-half mile of a rail transit station or a ferry terminal included in a RTP or within one-quarter mile of a high-quality transit corridor included in a RTP. As noted above, Public Resources Code (PRC) Section 21064.3(a) clarifies that a "major transit" stop can include an existing rail transit station. The existing Metro B (Red) Line Hollywood/Western Station is located 700 feet east of the Project Site. Additionally, the Project Site is designated as being within a High Quality Transit Area within the SCAG 2016 RTP/SCS and the 2020 RTP/SCS. [4546] As such, and as described above, the Project Site is within one-half mile of a major transit stop. Therefore, the Project Site satisfies this criterion.	X	

45 SCAG Regional Transit Technical Advisory Committee, April 29, 2015 Presentation regarding 2016-2040 RTP/SCS High Quality Transit Corridors, included as Attachment I.

46 SCAG, 2020. Connect SoCal 2020-2045 RTP/SCS, page 87. Available at: https://www.connectsocal.org/Documents/Adopted/fConnectSoCal-Plan.pdf, accessed September 23, 2020.

PRC § 21155.1(c). The TPP complies meets at least one of the following three criteria:	Consistent?	
	Yes	No
(1) The TPP meets both of the following: **(a) At least 20 percent of the housing would be sold to families of moderate income, or not less than 10 percent of the housing would be rented to families of low income, or not less than 5 percent of the housing is rented to families of very low income.** **(b) The TPP developer provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of the housing units for very low, low-, and moderate-income households at monthly housing costs with an affordable housing cost or affordable rent, as defined in Section 50052.5 or 50053 of the Health and Safety Code, respectively, for the period required by the applicable financing. Rental units shall be affordable for at least 55 years. Ownership units shall be subject to resale restrictions or equity sharing requirements for at least 30 years.** **(2) The transit priority project developer has paid or will pay in-lieu fees pursuant to a local ordinance in an amount sufficient to result in the development of an equivalent number of units that would otherwise be required pursuant to paragraph (1).** **(3) The transit priority project provides public open space equal to or greater than five acres per 1,000 residents of the project.** In accordance with criterion 1, the Project would provide 20 percent of its total units (40 affordable units of 200 total units) to families of Very Low Income for at least 55 years. Pursuant to SB 1818 (Government Code Section 65915), LAMC Section 12.22.A.31 and the Project's conditions of approval, the Applicant shall record a covenant against the Project Site ensuring the continued availability and use of the Project's 40 Very Low Income units for a 55-year period. Therefore, the Project meets this criterion.	X	