



SUSTAINABLE COMMUNITIES PROJECT CEQA EXEMPTION

6831 Hawthorn Avenue Project

Environmental Case: ENV-2020-6166-SCPE

Project Location: 6817 – 6831 ½ W. Hawthorn Avenue, Los Angeles, CA 90028

Community Plan Area: Hollywood Community Plan

Council District: 13 – Mitch O'Farrell

Project Description: The 6831 Hawthorn Avenue Project (Project) would replace an existing surface parking lot and develop a 137-unit housing development on an approximately 24,798 square feet (0.57 acre) site at 6817 – 6831 ½ W. Hawthorn Avenue (Project Site) within the Hollywood Community Plan area in the City of Los Angeles. The Project Site is located to the west of the intersection of N. Highland Avenue and Hawthorn Avenue, within a Transit Priority Area (TPA) and a Transit Oriented Communities (TOC) Tier 4 area. The Project would develop an 8-story mixed-use building, including a ground-floor café, 54 studio units, 56 one-bedroom units, 20 two-bedroom units, and 7 three-bedroom units. Of the 137 total housing units, 14 would be affordable units, set aside for Extremely Low Income (ELI) households. Parking would be provided on the ground level of the Project Site and within two levels of subterranean parking. A total of 106 bicycle parking stalls (95 long-term stalls and 11 short-term stalls) and 150 on-site vehicle parking spaces would be provided. The proposed building would be up to 97 feet in height (103 feet, 10 inches to the top of the elevator penthouse) and contain approximately 99,717 square feet of floor area, resulting in a proposed floor area ratio (FAR) of up to 4.5:1.

PREPARED FOR:

The City of Los Angeles
Department of City Planning

PREPARED BY:

Environmental Science Associates (ESA)

APPLICANT:

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Date:

May 2021

TABLE OF CONTENTS

Sustainable Communities Project CEQA Exemption

	<u>Page</u>
SUSTAINABLE COMMUNITIES PROJECT CEQA EXEMPTION	1
1.0 Project Description.....	1
2.0 Sustainable Communities Strategy Criteria	3

Attachments

Attachment A: Existing Land Use Maps
Attachment B: Project Consistency with SCAG's RTP/SCS
Attachment C: Utility Infrastructure Technical Report
Attachment D: Environmental Site Assessment – Phase 1, Preliminary Endangerment Assessment
Attachment E: Historic Resources Technical Report
Attachment F: Mitigation Measures from SCAG RTP/SCS
Attachment G: CEQA Exemption Energy and Water Efficiency Compliance
Attachment H: Preliminary Geotechnical Investigation and LADBS Approval
Attachment I: Transportation Assessment
Attachment J: Tree Report and Landscape Plan
Attachment K: Project Measures

6831 HAWTHORN AVENUE SUSTAINABLE COMMUNITIES PROJECT CEQA EXEMPTION

1.0 Project Description

The 6831 Hawthorn Avenue Project (Project) would develop a 137-unit housing development on an approximately 24,798 square feet (sf) (0.57 acre) site at 6817 – 6831 ½ W. Hawthorn Avenue (Project Site) in the City of Los Angeles. The Project Site, located within the Hollywood Community Plan area, is currently improved with a surface parking lot. The Project would replace the existing surface parking lot with a 99,717 sf mixed-use building with 137 residential apartment units (including 14 affordable units), a ground-floor café, and ancillary parking. The Project Site is designated for Regional Center Commercial land uses by the Hollywood Community Plan and is zoned CR-2D. The Project Site is also within a designated Transit Priority Area (TPA), within a Transit Oriented Communities (TOC) Tier 4 area, and within the Hollywood Redevelopment Project Area. The surface parking lot is accessible via a driveway along West Hawthorn Avenue and an alley to the north off of Highland Avenue. The parking lot is utilized for public parking purposes. No structural improvements are located on the Project Site.

Uses directly to the north of the Project Site include a souvenir shop, hostel, tattoo shop, pizzeria, the El Capitan Theater, and other similar commercial and entertainment uses (zoned C4-2D-SN). Uses to the east include surface parking (zoned R4-2D and C4-2D) and across Highland Avenue, include commercial and entertainment uses (zoned C2-2D-SN and C4-2D-SN). Uses directly to the west include a surface parking lot (zoned CR-2D), a portion of which is occupied by an outdoor stage. Hollywood High School is located to the south across Hawthorn Avenue (zoned PF-1XL).

Footnote 9 of the current Hollywood Community Plan land use map allows a floor area ratio (FAR) of 4.5:1 for areas designated as Regional Center Commercial, with a maximum of 6:1 FAR possible through a Transfer of Development Rights procedure and/or City Planning Commission approval. Furthermore, the Hollywood Redevelopment Plan permits up to 4.5:1 FAR within the Regional Center Commercial designation. The CR zoning designation allows for commercial uses as well as multifamily residential uses (subject to the requirements of the R4 zone) at a residential density of one dwelling unit per 400 sf of lot area; however, in conjunction with the Regional Center Commercial land use designation, projects in the CR zone with both residential and commercial uses may achieve a residential density of one dwelling unit per 200 sf of lot area. Height District 2

within the CR zone normally imposes a 6-story and 75-foot height limitation and a maximum FAR of 6:1. However, the existing “D” Development Limitation, adopted pursuant to Ordinance 165,654 in 1990, limits the Project Site’s FAR to 3:1.

The Project seeks approval under the City of Los Angeles TOC Guidelines, with base incentives for increased residential density, FAR, and reduced parking, and additional incentives to allow increased height, reduced setbacks, and reduced open space. Based on the Project Site’s location within 750 feet of the intersection of a Metro rail station and a Metro Rapid bus line, the Project is eligible for Tier 4 incentives under the TOC Guidelines with the provision of affordable housing. However, as authorized by the TOC Guidelines, the Project has elected to seek Tier 3 incentives and provide a corresponding level of affordable units. Specifically, pursuant to the TOC Guidelines requirements for Tier 3, the Project’s 137 dwelling units will include 14 units that are affordable to ELI households, representing at least 10 percent of the Project’s total units.

Table 1, *Proposed Development Program*, provides details on the Project. The Project would replace the existing surface parking lot with a 99,717 sf mixed-use building with 137 residential apartment units (including 14 affordable units), a ground-floor café, and ancillary parking. A base density of 124 units is permitted by the CR zoning and Regional Center Commercial land use designation; although the TOC Guidelines permit up to a 70 percent density increase within Tier 3, the Project proposes only an 11 percent increase to allow its 137 units.

The mixed-use building would be eight stories and up to 97 feet in height (103 feet, 10 inches to the top of the elevator penthouse) pursuant to a TOC Tier 3 additional incentive, which allows a 2-story and 22-foot height increase. As stated above, additional allowable building projections (e.g., the elevator penthouse) would slightly exceed this 97-foot limit, as permitted by Los Angeles Municipal Code (LAMC) Section 12.21.1 B. The building would include seven stories of residential use over ground-level parking, a café, and a lobby/leasing office. While LAMC Section 12.21 A.4 would normally require a total of 192 vehicular parking spaces for the Project’s residential and commercial uses, pursuant to a TOC Tier 3 base incentive, the Project would provide a total of 150 parking spaces on the ground-floor as well as within two levels of subterranean parking. The Project’s FAR would not exceed 4.5:1, pursuant to a TOC Tier 3 base incentive that permits a 50 percent increase from the existing 3:1 FAR limit.

In compliance with LAMC Section 12.21 A.16, the Project would provide 106 bicycle parking spaces (95 long-term and 11 short-term spaces). Access to the Project Site would be afforded along Hawthorn Avenue and from the alleyway between Hawthorn Avenue and Hollywood Boulevard.

The Project would normally require the 14,725 sf of open space pursuant to LAMC Section 12.21 G. Although a TOC Tier 3 additional incentive would allow up to a 25 percent reduction in required open space, the Project will provide 12,405 sf of open space, representing an approximately 16 percent reduction. The provided open space would include common open space consisting of a pool deck, sky deck, a gym, and lounge

areas. The Project would also provide 4,750 sf of balconies and patios as private open space.

**TABLE 1
PROPOSED DEVELOPMENT PROGRAM**

	Provided
Dwelling Units	
Studio	54
1-bedroom	56
2-bedroom	20
3-bedroom	7
Total Units	137 units
Parking	
Vehicle	150 spaces
Bicycle	96 long-term stalls and 11 short-term stalls
Floor Area	
Floor Area Ratio	Up to 4.5:1
Floor Area	99,717 sf
Allowable Floor Area	103,969 sf
Setbacks	
Front Yard Setback	5 feet
Side Yard Setbacks	5 feet ^a
Rear Yard Setback	5 feet ^b
Open Space	
Common Open Space	7,655 sf
Private Open Space (Private Balconies and Patios)	4,750 sf
Total Open Space	12,405 sf
Building Height	97 feet ^c /8 stories

^a Zero-foot side yards will be provided at the commercial ground-floor level.

^b The 5-foot rear yard will be provided in the existing alley to the north.

^c Height to the top of allowable projections (e.g., the elevator penthouse) is 103 feet, 10 inches

Source: Nadel Special Projects, Inc., 2021

The Project Site is adjacent to the intersection of Hawthorn Avenue and Highland Avenue. The Los Angeles County Metropolitan Transportation Authority (Metro) B (Red) Line Hollywood/Highland Station is approximately 290 feet north of the Project Site. The Metro B (Red) Line Hollywood/Highland Station is a designated Major Transit Stop and, therefore, the Project would be within a TPA.^{1,2} The Project would meet or exceed all City of Los Angeles current building code and Title 24 requirements.

¹ 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 September 2020.

² Public Resources Code (PRC) Section 21099, enacted by Senate Bill (SB) 743, provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment" for purposes of CEQA.

2.0 Sustainable Communities Strategy Criteria

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 1.0, Project Description, the Project would replace an existing surface parking lot and develop a 137-unit housing development on an approximately 24,798 sf (0.57 acre) site at 6817 – 6831 ½ W. Hawthorn Avenue. Of the 137 units, 14 would be affordable units for ELI households. The Project would replace the existing surface parking lot with a 99,717 sf mixed-use building with 137 residential apartment units, a ground-floor café, and ancillary parking. The mixed-use building would be approximately 97 feet in height (103 feet, 10 inches to the top of the elevator penthouse) or 8 stories, including 7 stories of residential use over ground-level parking, a café, a lobby/leasing office, and 2 subterranean parking levels. The FAR would be up to 4.5:1. Parking would be provided on the ground level of the Project Site and within two levels of subterranean parking. A total of 106 bicycle parking stalls (95 long-term stalls and 11 short-term stalls) and 150 on-site vehicle parking spaces would be provided. Access to the Project Site would be afforded along Hawthorn Avenue and existing alley. The Project is designated for Commercial and Services (Attachment A) and would be consistent with the general use designation, density, and building intensity outlined in the Southern California Association of Governments' (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS), as well as the Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS).³ 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. <u>2016 RTP/SCS</u> 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 Use Development Categories: 'Urban', 'Compact', or 'Standard'. SCAG used each of these	X	

3 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). Collectively, the 2016-2040 RTP/SCS and 2020-2045 RTP/SCS demonstrate how the SCAG region will achieve CARB's identified GHG reduction targets, and for this reason, this exemption document addresses the consistency of the Project with both plans.

categories to describe the conditions that exist and/or are likely to exist within each specific area of the region.⁴

SCAG identified the Project Site's existing General Plan land use as Commercial and Services (Land Use Maps, Attachment A). After converting this data into Scenario Planning Zone-level place types, SCAG categorized the area surrounding the Project as 'Urban' for both 2012 and 2040.⁵

The RTP/SCS defines 'Urban' areas as: "often found within and directly adjacent to moderate and high density urban centers. Nearly all urban growth in these areas would be considered infill or redevelopment. The majority of housing is multi-family and attached single-family (townhome), which tend to consume less water and energy than the large types found in greater proportion in less urban locations. These areas are supported by high levels of regional and local transit service. They have well-connected street networks, and the mix and intensity of uses result in a highly walkable environment. These areas offer enhanced access and connectivity for people who choose not to drive or do not have access to a vehicle".⁶

The 'Urban' Land Use Development Category comprises multiple urban footprint scenario models, including Urban Mixed Use, Urban Residential, Urban Commercial, City Mixed Use, City Residential, and City Commercial.⁷ The Project Site would be consistent with the City Mixed Use and City Residential place types within the Urban Land Use Development Category, as described further below.

- City Mixed-Use place types are "transit oriented and walkable, and contain a variety of uses and building types. Typical buildings are between 5 and 30 stories tall, with ground-floor retail space, and offices and/or residential on the floors above. Parking is usually structured below or above ground." The land use mix for this place type is typically approximately 28 percent residential, 17 percent employment, 35 percent mixed-use, and 20 percent open space/civic. The residential mix typically comprises 97 percent multi-family and 3 percent townhomes. The average total net Floor Area Ratio (FAR) is 3.4, floors range from 3 to 40 stories, and gross density ranges from 10 to 75 households per acre.⁸
- City Residential place types are "dominated by mid-and high-rise residential towers, with some ground-floor retail space. Parking is

4 Southern California Association 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.

5 SCAG, 2016. 2016-2040 RTP/SCS. Land Use Maps, Attachment A and SCAG, 2016-2040 RTP/SCS Background Documentation, Exhibits 13 and 14, Forecasted Regional Development Types by Land Development Categories - 2012 and 2040, Los Angeles City Subregion.

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

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

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

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 percent open space/civic. The residential mix is typically 97 percent multi-family and three percent townhome. The average total net FAR is 2.9, floors range from 5 to 40 stories, and the gross density ranges from 35 to 75 households per acre.⁹ The Project’s scale would be consistent with the City Mixed Use and City Residential place types as it would develop an eight-story mixed use residential building in a highly-urbanized part of the City of Los Angeles that is well served by multiple regional and local transit rail and bus lines, as well as other modes of transportation. While a typical FAR for the City Mixed Use and City Residential place types is 3.4 and 2.9, respectively, the Project would have a comparable FAR of 4.5:1. Given that the Project would develop residential uses within walking distance of multiple high quality transit corridors as well as a Metro rail station and facilitate bicycling through the provision of bicycle parking spaces, 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. Thus, the Project would 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. Therefore, due to the Project’s incorporation of multifamily residential and commercial uses, proposed residential density per acre of up to 241 units/acre, and proposed FAR of 4.5:1 the Project is consistent with the City Mixed Use and City Residential place types and the ‘Urban’ Land Use Development Category as well as the associated use, density, and building intensity projections specified in the 2016 RTP/SCS. <u>2020 RTP/SCS</u> 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		
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9 SCAG, 2016. 2016-2040 RTP/SCS. Background Documentation, Reference Document 6.

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, and is also located within a Transit Priority Area, High Quality Transit Area, and Livable Corridor. 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 an 8-story mixed-use building with a total building area of 99,717 sf, of which 1,207 sf would be a ground-level commercial space. Therefore, the Project would consist of approximately 98.8 percent residential uses. The Project would not contain between 25 and 50 percent of non-residential uses and would not be subject to the FAR requirements of this criterion. Nevertheless, the Project would have a FAR of up to 4.5:1, which is greater than 0.75:1. As such, the Project is consistent with this criterion.	X	
(2) Provide a minimum net density of at least 20 dwelling units per acre; and The Project Site is approximately 24,798 sf (0.57 acre), and is currently improved with a surface parking lot. The net housing density for the Project would be 137 dwelling units per 0.57 acre, 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	X	

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 plans are SCAG's 2016 RTP/SCS and 2020 RTP/SCS. PRC Section 21064.3 defines a major transit stop as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." 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".¹⁰ The City defines peak hours as between 6 AM and 9 AM and between 4 PM and 7 PM. As described below, Project Site is located within one-half mile of an existing major transit stop.

Major Transit Stop

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 500 feet of the existing Los Angeles County Metropolitan Authority (Metro) B (formerly Red) Line Hollywood and Highland Station, near the intersection of Hollywood Boulevard and North Highland Avenue. The Metro B Line is an existing rail subway system that runs between Downtown Los Angeles (Union Station) and North Hollywood. Therefore, the Project Site is located within one-half mile of a major transit stop.

Furthermore, SCAG has identified the Project Site as a High Quality Transit Area (HQTa) and TPA based on the Project 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-served transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours".¹¹ In addition, the City's 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.¹² Consistent with these designations, in addition to the existing nearby Metro rail service, other

¹⁰ Southern California Associate of Governments (SCAG), 2020. Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), page 87. Available at: <https://www.connectsocial.org/Documents/Adopted/fConnectSoCal-Plan.pdf>, accessed September 18, 2020.

¹¹ 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.

¹² City of Los Angeles, ZIMAS, 2020. Parcel information for 6831 Hawthorn Avenue. Available at: <http://zimas.lacity.org/>, accessed July 2, 2020.

regular bus routes in the Project area include Metro Routes 212, 217, 222, 237, 312, 656, and 780, LADOT DASH Hollywood Counterclockwise, and the CITYLINE COMMUTER. 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 a heavily-urbanized location served by existing public utilities and services. The Los Angeles Department of Water and Power (LADWP) provides electricity and water and 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 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 provided in the Utility Infrastructure Technical Report prepared by KPFF Consulting Engineers in July 2020 (Attachment C), there is a 6-inch water line located within Hawthorn Avenue. In accordance with City policy, a Service Advisory Request (SAR) for a 6-inch domestic water service line based on projects of similar size, as well as an Information of Fire Flow Availability (IFFAR), were 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 C, Exhibits 1 and 2). In addition, in response to a will serve letter submitted to LADWP regarding the availability of water supply for the Project, LADWP has confirmed that there is sufficient capacity to serve the Project's uses throughout the Project life cycle (Attachment C, Exhibit 2). As analyzed in the CEQA Exemption Energy and Water Efficiency Compliance Technical Report (Attachment G), with inclusion of the required water conservation features, the Project will use approximately 31,006 gallons per day, which is equivalent to approximately 226.3 gallons per household per day. As calculated in the CEQA Exemption Energy and Water Efficiency Compliance Technical Report, the average residential household water use in 2016 was 317.1 gallons per household per day. Therefore, the water usage for the Project would be approximately 29 percent less than the average household (Attachment G). In addition,	X	

LADWP is responsible for long-term planning regarding the sufficiency of water supplies under its jurisdiction. In response to a will serve letter submitted to LADWP regarding the availability of electrical service for the Project, LADWP has confirmed that there is sufficient capacity to serve the Project's uses (Attachment C, Exhibit 4). Furthermore, LADWP's 2015 Urban Water Management Plan, which accounts for existing development within the City as well as projected growth, is consistent with SCAG's population projections for the region and accounts for existing and projected populations in their determination that there would be sufficient water to supply regional demand.¹³ Furthermore, the Project and other proposed projects would be required to comply with numerous water conservation regulations contained in the 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 (CALGreen) Code, which contain standards designed for efficient water use.

As discussed in the Utility Infrastructure Technical Report, there is an existing 8-inch Vitrified Clay Pipe sewer line that flows east, located south of the Project Site within Hawthorn Avenue, that then connects to an 8-inch sewer within Highland Avenue. Based on wastewater generation estimates for the proposed development, the Project will generate approximately 25,838 gallons per day of additional sewage discharge to an existing 8-inch sewer line within Hawthorn Avenue. A Wastewater Services Information Letter (WWSI), that identifies the Project's estimated total flow was submitted to LASAN to verify capacity availability. Based on the approved WWSI, LASAN has confirmed that there is sufficient capacity to service the Project (Attachment C, Exhibit 3). In addition, the Project's estimated total flow represents only 0.005 percent of the existing available treatment capacity at the Hyperion Treatment Plant and, therefore, does not represent any significant decrease in this capacity.

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.¹⁴ 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

¹³ LADWP, 2016. LADWP Urban Water Management Plan 2015. Available at: https://www.ladwp.com/cs/idcplg?ldcService=GET_FILE&dDocName=QOELLADWP005416&RevisionSelectionMethod=LatestReleased, accessed August 14, 2020. accessed August 14, 2020.

¹⁴ 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=trq6gzfd_5&_afLoop=675108879634236#!, accessed July 8, 2020.

would have sufficient capacity to manage projected wastewater flows.¹⁵ As such, the Project as well as other projects within the City could be served by the existing sewer infrastructure.

LASAN also manages the City's storm drain infrastructure. In terms of stormwater runoff, because it would replace an existing surface parking lot, the Project would be expected to decrease the amount of runoff that would flow to nearby storm drains due to required 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.

LADWP would be the electrical provider for the Project. As detailed in the Will Serve Letter included as Exhibit 4 of the Utility Infrastructure Technical Report, the estimated power requirement for the Project is part of the total load growth forecast for the City and has been taken into account in the planned growth of the power system. Therefore, the Project would be sufficiently supplied with electrical service (Attachment C).

LADWP's most recently adopted 2017 Power Strategic Long-Term Resources Plan 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 RPT/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 likely accounted for in the LADWP projections. Furthermore, the Project will be required to incorporate energy conservation features and comply with applicable regulations including CALGreen Code and State energy standards under Title 24 (2019), 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.

SoCalGas would be the gas provider for the Project. There is an existing 2-inch gas main under Hawthorn Avenue that would provide gas service for the Project. As detailed in the Will Serve Letter included as Exhibit 5 of the Utility Infrastructure Technical Report, SoCalGas would have sufficient capacity to serve the Project's natural gas requirements (Attachment C).

The 2020 California Gas Report presents a comprehensive outlook for

¹⁵ One Water LA 2040 Plan, Volume 2: Wastewater Facilities Plan, p. ES-1, April 2018.

natural gas requirements and supplies for California through the year 2035.¹⁶ 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 2020 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 transit projects is likely accounted for in the SoCalGas projections. Furthermore, as specifically discussed in the 2020 California Gas Report, SoCalGas projects total gas demand to decline from 2020 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 CALGreen Code and State energy standards under Title 24 that would continue to reduce the use of natural gas. As such, based on the 2020 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 (SB) 50 and parks and recreation fees pursuant to LAMC Sections 12.33 and 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 urban area, adjacent to a large boulevard, and nearby multiple employment centers. The Project Site is currently developed with an existing surface parking	X	

¹⁶ 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.

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.¹⁷ The nearest body of water is the Hollywood Reservoir, approximately 1 mile north of the Project Site. Further, as the Project Site is fully developed, and there are no open spaces with watercourses such as streams or lakes within or adjacent to the Project Site, 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 Resource Area as defined by the City.¹⁸ Moreover, the Project Site and immediately surrounding area are not within or near a designated Significant Ecological Area.¹⁹ Based upon the Tree Report prepared for the Project by Harmony Gardens in August 2020 (Attachment J, while the Project Site does not contain any existing trees, there are currently three small street trees in the public right-of-way adjacent to the Project Site, which may require removal to accommodate Project construction activities, as well as subsequent replacement in accordance with the City's Urban Forestry street tree replacement policies, and subject to the approval of the City's Board of Public Works. None of the street trees are considered protected trees under the City's protected tree regulations. However, the trees 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	X	

¹⁷ 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.

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

¹⁹ 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.

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 (SWRCB’s) online GeoTracker database.²⁰ As part of the Environmental Site Assessment (ESA) – Phase I, Preliminary Endangerment Assessment (PEA) performed by California Environmental in May 2020, a records review was conducted for the Project Site (Attachment D). Numerous information repositories were accessed, including the City of Los Angeles Department and Building Safety (LADBS), the City of Los Angeles Fire Department (LAFD), DTSC, SWRCB, and the South Coast Air Quality Management District (SCAQMD).²¹ A review of the information provided in response to the inquiries made to these databases found no files for the Project Site.²² In addition, numerous other agency database lists (including EnviroStor and GeoTracker) were reviewed for known or suspected contaminated sites and for sites which store, generate or use hazardous materials near the Project Site; as confirmed by the ESA Phase I, PEA, the Project Site is not identified on any of these database lists.²³ Accordingly, the Project Site is not located on any list of hazardous waste sites pursuant to Section 65962.5 and would not result in a significant hazard to the public or environment.		
(4) The site of the TPP is subject to a preliminary endangerment assessment prepared by a registered environmental assessor to 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	X	

²⁰ California Environmental Protection Agency (CalEPA). 2019. Background and History, Cortese List. Available at: <https://calepa.ca.gov/sitecleanup/corteselist/Background/>, accessed May 26, 2020.

²¹ California Environmental, 2020. Environmental Site Assessment – Phase I, Preliminary Endangerment Assessment (PEA) Report Format. May 2020.

²² California Environmental, 2020. Environmental Site Assessment – Phase I, Preliminary Endangerment Assessment (PEA) Report Format. May 2020.

²³ California Environmental, 2020. Environmental Site Assessment – Phase I, Preliminary Endangerment Assessment (PEA) Report Format. May 2020.

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. An ESA – Phase I, PEA was prepared by California Environmental in May 2020 for the Project Site. Previous uses of the Project Site and nearby properties were evaluated to identify any historically recognized environmental conditions (RECs) 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 (Attachment D). The findings of these reports are summarized below.²⁴ <u>Site History</u> Based on a review of aerial imagery for the Project Site, it was determined that the Project Site was undeveloped until 1919. In 1919, it appeared to be developed with a two-story residential structure and associated parking. By 1981, this residential building was demolished and replaced with the currently existing surface parking lot.²⁵ <u>Site Reconnaissance</u> A site reconnaissance was conducted by California Environmental on April 13, 2020. No evidence of conditions of environmental concern were observed at the Project Site. At the time of site reconnaissance, no evidence of the past use, treatment, storage, disposal, or generation of hazardous substances was observed.²⁶ A monitoring well was observed in the northeastern portion of the Project Site, although groundwater was not encountered when the well was sounded in May 2020.²⁷ Therefore, it was concluded that no RECs are present on the Project Site. <u>Project Construction and Operation</u> Project construction would involve the temporary transport, use, and disposal of potentially hazardous materials. These materials can include paints, adhesives, surface coatings, cleaning agents, fuels, and oils. However, construction activities would be contained on the Project Site,		
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²⁴ 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.

²⁵ California Environmental, 2020. Environmental Site Assessment – Phase I, Preliminary Endangerment Assessment (PEA) Report Format. May 2020.

²⁶ California Environmental, 2020. Environmental Site Assessment – Phase I, Preliminary Endangerment Assessment (PEA) Report Format. May 2020.

²⁷ California Environmental, 2020. Environmental Site Assessment – Phase I, Preliminary Endangerment Assessment (PEA) Report Format. May 2020.

which would cause potential emissions to be minimal and contained. Moreover, all potentially construction-related hazardous materials would be transported, stored, used, and disposed of in compliance with all applicable regulatory requirements, thereby ensuring that the risk of potential impacts related to hazardous materials during construction would be less than significant. As a residential mixed-use development, Project operation does not involve the routine transport, use, or disposal of significant amounts of potentially hazardous materials. Any potentially hazardous materials used would be similar to any other residential urban development, examples of which would include cleaning solvents, paints, and pesticides for landscaping. These potentially hazardous materials would be in and stored in accordance with regulatory requirements and manufacturers' instructions. Furthermore, the Project would adhere to regulatory requirements concerning source hazardous waste reduction measures and all applicable City ordinances. Therefore, given that no RECs are present on the Project Site, the Project's compliance with existing regulatory requirements would ensure that implementation of the Project would not result in impacts pertaining to the release of or exposure to hazardous substances. Furthermore, the analysis and conclusions of the ESA – Phase I, PEA 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.		
(5) The TPP does not have a significant effect on historical resources pursuant to Section 21084.1. A Historic Resources Technical Report (Attachment E) was prepared for the Project Site in May 2020 by Historic Resources Group.²⁸ The Los Angeles Department of City Planning's Office of Historic Resources (OHR) has reviewed the Historic Resources Technical Report and has confirmed that the Project would not impact any historic resources. The Project Site is currently improved with an existing surface parking lot. The Project Site does not contain any historical resources.²⁹ Two historic districts listed in the National Register of Historic Places are located in the near vicinity of the Project Site. Specifically, the Hollywood Boulevard Commercial and Entertainment District is located to the north of the Project Site, and there are seven district contributors located in the near vicinity of the Project Site. Four of the nearby district contributors are also	X	

²⁸ Historic Resources Group, 2020. Historic Resources Technical Report, 6831 Hawthorn Avenue, Hollywood, California. May 2020.

²⁹ Historic Resources Group, 2020. Historic Resources Technical Report, 6831 Hawthorn Avenue, Hollywood, California. May 2020.

individually designated as historic resources and include: • The Hollywood Roosevelt Hotel and Pool ◦ Located approximately 600 feet northwest of the Project Site • The Hollywood Masonic Temple ◦ Located approximately 200 feet northwest of the Project Site • El Capitan Theatre ◦ Located approximately 190 feet northwest of the Project Site • The Max Factor Makeup Salon ◦ Located approximately 230 feet northeast of the Project Site The three remaining district contributors in close proximity to the Project Site include: • 6800 Hollywood Boulevard ◦ Located approximately 100 feet north of the Project Site • 6806 Hollywood Boulevard ◦ Located approximately 100 feet north of the Project Site • 6904 Hollywood Boulevard ◦ Located approximately 400 feet northwest of the Project Site A second historic district, the Hollywood High School Historic District, is located south of the Project Site and consists of a one-block area made up of five contributing buildings, one contributing site (the athletic field), and three non-contributing buildings. One additional resource located in the near vicinity of the Project Site, 6776 Hawthorn Avenue, was identified as eligible for listing in the National Register, California Register, and for local listing through survey evaluation. The Project will construct an 8-story building on a site currently used for surface parking and, therefore, will not directly remove or alter any on-site historical resource. The Project will alter the surroundings of historical resources in the near vicinity; however, as demonstrated in the Historic Report, the Project will not reduce the integrity or significance of historical resources in the vicinity. The proposed new construction would include substantial foundation work and the construction of subterranean parking which has the potential to cause damage to the El Capitan Theater and the former Hollywood Masonic Temple from settlement due to the removal of adjacent soil. Vibration associated with construction activity would also have the potential to de-stabilize the adjacent historic buildings.³⁰ However, the construction of the Project would comply with local regulatory requirements regarding excavation and grading of soils, as well as the protection of adjacent property during construction (e.g., LAMC Section 91.3307.1). Furthermore, consistent with SCAG 2016 RTP/SCS mitigation measures MM-CUL-2(b) and MM-NOISE-2(b), as well as SCAG 2020 RTP/SCS mitigation measures PMM CULT-1 and PMM NOISE-2, the Project would implement the Project-specific PM-CULT-2 to ensure the	
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³⁰ While two additional historical resources are located north of the Project Site at 6800 and 6806 Hollywood Boulevard, they are separated from the Project Site by a surface parking lot and alley. Given this distance, the potential of Project construction activities to cause damage to these two resources is negligible.

proper protection of the adjacent buildings during construction, which would include preparation of a shoring plan to ensure the protection of adjacent historic resources, and halting of any construction work should any risk of subsidence be identified. Thus, the potential for adverse indirect impacts from construction upon adjacent historical resources can be avoided. Therefore, no significant effects to historical resources would occur, and the Project meets this criterion.³¹		
(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 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 of Los Angeles General Plan's Safety Element.³² 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 Project's ESA – Phase I, PEA dated May 2020, there are no recognized environmental conditions in the Project vicinity. Furthermore, due to the distance 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 ESA – Phase I, PEA prepared for the Project Site is dated May 2020 and 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.³³ Additionally, as shown by ZIMAS, the Project Site is not located within the City's Methane	X	

³¹ Historic Resources Group, 2020. Historic Resources Technical Report, 6831 Hawthorn Avenue, Hollywood, California. May 2020.

³² City of Los Angeles, ZIMAS, 2020. Parcel information for 6831 Hawthorn Avenue, APN 55548006001. Available at: <http://zimas.lacity.org/>, accessed April 9, 2020.

³³ For further information regarding the project site's listing in federal, state, or local environmental databases, please see the discussion under item 4, above.

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 described in the Preliminary Geotechnical Investigation prepared for the Project by Feffer Geological Consultants in April 2020 and approved by LADBS (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 0.33 miles north of the Project Site (Attachment H).

Although it is not located in a fault zone or seismic hazard zone, the Project Site is located in the seismically active region of Southern California. Accordingly, 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 and California Building Code. Compliance with these regulations is required by LAMC Section 91.7006, which requires LADBS to review and approve a final design-level geotechnical report for the Project prior to the issuance of grading permits. As documented in Attachment H, LADBS approved the final design-level geotechnical report for the Project in June 2020. Furthermore, the final geotechnical report would incorporate the building design recommendations contained in the existing geology report prepared for the Project (Attachment H).

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

³⁴ Feffer Geological Consulting, 2020. Preliminary Geotechnical Investigation: Proposed Eight Story Structure Over Two Subterranean Levels, 6817-6831 W. Hawthorn Avenue, Los Angeles, California, Tract: Hollywood Bonnie Brier Lot, Lots: 7,9. July 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/cwd/gnlpln/safetyelt.pdf>, accessed April 9, 2020.

³⁶ City of Los Angeles, ZIMAS, 2020. Parcel information for 6831 Hawthorn Avenue, APN 55548006001. Available at: <http://zimas.lacity.org/>, accessed April 9, 2020.

flood. As described in the Preliminary Geotechnical Investigation prepared for the Project by Feffer Geological Consultants in April 2020 (Attachment H), 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 (Attachment H). The Project Site is not located in a 100-year flood hazard area according to the Los Angeles General Plan Safety Element.³⁷ Additionally, according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map Panel #06037C1605F, the Project Site is located outside of any Special Flood Hazard Areas and is identified as being in an “Area of Minimal Flood Hazard”.³⁸ As the Project Site is fully urbanized and is surrounded by urban development, there are no wetlands at the Project Site or adjoining/immediately surrounding properties and, therefore, the risk of flooding from a seismically induced seiche is remote. As such, 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: 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 any of the above requirements, as it is privately owned, and not open to or available for use by the public. The Project Site is also designated and zoned for commercial and residential uses; the Project Site is not designated or zoned for open space purposes.³⁹ Moreover, the Project Site is currently occupied by a surface parking lot and is not utilized for open space purposes, nor does it contain active or passive recreational facilities. There is limited landscaping within and surrounding the Project Site, primarily consisting of minimal ornamental landscaping. Surrounding properties are similarly not designated or zoned for open space purposes, and are built out with commercial and educational buildings and/or surface parking lots, and do not contain any open space areas. Therefore, the Project Site is not	X	

³⁷ City of Los Angeles, Department of City Planning. City of Los Angeles General Plan, Safety Element. 1996. Available at: <https://planning.lacity.org/cwd/gnlpn/safteyelt.pdf>, accessed April 9, 2020.

³⁸ Federal Emergency Management Agency (FEMA), Flood Insurance Rate Map #06037C1605F, accessed April 9, 2020.

³⁹ City of Los Angeles, ZIMAS, 2020. Parcel information for 6831 Hawthorn Avenue, APN 55548006001. Available at: <http://zimas.lacity.org/>, accessed April 9, 2020.

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 CEQA Exemption Energy and Water Efficiency Compliance Technical Report prepared for the Project by Zinner Consultants in July 2020 (Attachment G), the Project's energy use would be 16.2 percent less than the standards required by Title 24, Part 6 (2019). Moreover, the Project's water use would be 64.8 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 HVAC systems, and centralized hot water system and high-efficiency water fixtures. The Project would achieve its water efficiency through multiple features including high efficiency water-using appliances such as clothes washers and dishwashers, and efficient irrigation systems and would meet the requirements by the Los Angeles Green Building Code and CALGreen. Thus, the Project meets this criterion.	X	
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 137-unit housing building on a 24,798 square feet (0.57 acre) lot. Therefore, the Project Site is less than 8 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 137 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 a surface parking lot and, thus, development of the Project would not result in the loss of any affordable housing within the area. The proposed Project would provide 14 affordable housing units for Extremely 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 develop a 99,717 sf 8-story building. Therefore, the Project does not include any single-level building exceeding 75,000 sf, and meets this criterion.	X	
(5) Any applicable mitigation measures or performance standards or	X	

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 Final Program EIR (PEIR), which was adopted in April 2016, and the SCAG 2020 RTP/SCS Final PEIR. 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).^{40,41} 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 PEIR MMRP and the 2020 RTP/SCS PEIR 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 in the vicinity of the Project Site that are industrially zoned.⁴² An aerial review of land uses on Google Maps reveal that this area is comprised of a mix of uses, including commercial and entertainment uses, residential uses, and Hollywood High School. Uses to the north of the Project Site include a souvenir shop, hostel, tattoo shop, pizzeria, the El Capitan Theater, and other similar commercial and entertainment uses (zoned C4-2D-SN). Uses to the east include surface parking (zoned R4-2D and C4-2D) and across Highland Avenue, include commercial and entertainment uses (zoned C2-2D-SN and C4-2D-SN). Uses directly to the west include a surface parking lot (zoned CR-2D), a portion of which is occupied by an outdoor stage. Hollywood High School is located to the south, across Hawthorn Avenue (zoned PF-1XL). Due to the lack of nearby industrial uses or industrially zoned land, there is no significant potential for a land use or operational conflict occurring between	X	

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

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

42 City of Los Angeles, ZIMAS, 2020. Parcel information for 6831 Hawthorn Avenue, APN 55548006001. Available at: <http://zimas.lacity.org/>, accessed April 9, 2020.

the Project and nearby operating industrial uses. Accordingly, the Project would not conflict with any nearby operating industrial uses and meets this criterion.		
(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, PRC Section 21064.3(a) clarifies that a “major transit” stop can include an existing rail transit station. The existing Metro B Line Hollywood/Highland Station is located approximately 290 feet north of the Project Site. Additionally, the Project Site is designated as being within an HQTA by the SCAG 2016 RTP/SCS and the SCAG 2020 RTP/SCS. ⁴³⁴⁴ As such, the Project Site is located within one-half mile of a rail transit station. Therefore, the Project Site satisfies this criterion.	X	
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 conformance with option 1, the Project would provide more than 10 percent of its total units (14 affordable units of 137 total units) to Extremely Low Income households for at least 55 years. Pursuant to the City’s TOC	X	

⁴³ SCAG Regional Transit Technical Advisory Committee, April 29, 2015 Presentation regarding 2016-2040 RTP/SCS High Quality Transit Corridors, included as Attachment I.

⁴⁴ Southern California Association of Governments (SCAG), 2020. 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), Exhibit 3.8. Available at: <https://www.connectsocial.org/Documents/Adopted/fConnectSoCal-Plan.pdf>, accessed September 18, 2020.

Guidelines 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 14 affordable units for a 55-year period. Therefore, the Project meets this criterion.		
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