



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

Mitigated Negative Declaration

Raising Cane's Sunset Boulevard Project

Case Number: ENV-2021-4711-MND

Project Location: 6726-6740 West Sunset Boulevard, 1434 North McCadden Place, Los Angeles, California, 90028

Community Plan Area: Hollywood

Council District: 13—O'Farrell

Project Description: The Project consists of the demolition of an existing 15,974 square-foot commercial building, which was formerly occupied by a Rite-Aid pharmacy store and is currently vacant, and an accompanying surface parking lot for the construction, use, and maintenance of a new 3,468 square-foot one-story drive-through fast-food restaurant and surface parking lot. The restaurant will include 47 indoor seats and 83 outdoor seats and will feature two parallel drive-through lanes. The Project will provide 35 vehicle parking spaces. The subject property is located at the southwestern corner of Sunset Boulevard and McCadden Place and includes Assessor's Parcel Numbers (APNs) 554-702-2022, 554-702-2023, 554-702-2024, and 554-702-2025. The subject property is located within the Hollywood Community Plan area within the City of Los Angeles; the northern portion of the property is zoned C4-2D-SN and has a land use designation of Regional Center Commercial, while the southern portion of the property is zoned RD1.5-1XL and has a land use designation of Low Medium II Residential. The requested entitlements include: 1) a Variance from LAMC 12.09.1 to allow for a drive-through in a Residential Zone; 2) a Variance from LAMC 12.16 to permit an outdoor eating area in excess of 50 percent of the interior dining area in the C4 Zone; 3) a Variance from 12.21.C.5(h) to permit access and accessory parking from a more restrictive zone to a less restrictive zone; 4) a Conditional Use Permit to allow the construction, use, and maintenance of a drive-through fast-food establishment in the C4 Zone adjoining a residential zone; 5) a Conditional Use Permit to allow deviations from Commercial Corner development standards including less than 50 percent window transparency for exterior walls and doors of a ground floor containing non-residential uses that front adjacent streets; and 6) any grading, building, and sign permits, as well as any other permit or approval required by an agency with jurisdiction over the project.

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Los Angeles City Planning

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Raising Cane's

August 2022

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1.0 INTRODUCTION

1.1 Purpose and Scope of the Initial Study

In accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] §21000 et seq.) and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, §15000 et seq.), this Initial Study has been prepared to evaluate the potential environmental effects associated with the construction and operation of the proposed Raising Cane's Sunset Boulevard Project (hereinafter referred to as the "proposed project" or "project"). This Initial Study includes a description of the proposed project; evaluates each of the environmental issue areas identified in the environmental checklist form provided in Section 3.0; and recommends mitigation measures to lessen or avoid the project's significant adverse impacts on the environment.

Pursuant to Section 15367 of the State CEQA Guidelines, the City of Los Angeles (City) is the Lead Agency for the project. The Lead Agency is the public agency that has the principal responsibility for carrying out or approving a project. The City has the authority for environmental review in accordance with CEQA and certification of the environmental documentation. Any responsible agency may elect to use this environmental analysis for discretionary actions associated with the implementation of the project.

1.2 Summary of Findings

Based on the environmental checklist form completed for the proposed project and supporting environmental analysis, the project would have no impact or a less than significant impact on the following environmental issue areas: Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Energy, Greenhouse Gases, Hydrology and Water Quality, Land Use, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Utilities and Service Systems, and Wildfires. The proposed project's impacts on the following issue areas would be less than significant with the implementation of mitigation: Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, and Tribal Cultural Resources. All impacts would be less than significant after mitigation.

As set forth in the State CEQA Guidelines Section 15070, an Initial Study leading to a Mitigated Negative Declaration (IS/MND) can be prepared when the Initial Study has identified potentially significant environmental impacts but revisions have been made to the project, prior to public review of the Initial Study, that would avoid or mitigate the impacts to a level considered less than significant; and there is no substantial evidence in light of the whole record before the public agency that the project, may have a significant effect on the environment.

1.3 Initial Study Public Review Process

The Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration has been provided to the County of Los Angeles Clerk-Recorder and mailed to responsible agencies, nearby property owners, and others who expressed interest in being notified. A 20-day public review period has been established for the IS/MND in accordance with Section 15073 of the State CEQA Guidelines. During the public review period, the IS/MND, including the technical appendices, can be accessed on the City's website and is available for review at the location identified below.

<https://planning.lacity.org/development-services/negative-declaration-public-notice>

City of Los Angeles
Los Angeles City Planning
200 North Spring Street, Room 763
Los Angeles, CA 90012

In reviewing the IS/MND, affected public agencies and interested members of the public should focus on the adequacy of the document in identifying and analyzing the potential environmental impacts and the ways in which the potentially significant effects of the project can be avoided or mitigated. Comments on the IS/MND and the analysis contained herein may be sent to:

More Song, City Planner
City of Los Angeles
200 North Spring Street, Room 763
Los Angeles, CA 90012
(213) 978-1319
more.song@lacity.org

Comments sent via email should include the project title in the subject line and a valid mailing address in the email.

Following receipt and evaluation of comments from agencies, organizations, and/or individuals, the City of Los Angeles will determine whether any substantial new environmental issues have been raised. If so, further documentation may be required. If not or if the issues raised do not provide substantial evidence that the project will have a significant effect on the environment, the IS/MND and the project will be considered for adoption and approval, respectively.

1.4 Report Organization

This document has been organized into the following sections:

Section 1.0 – Introduction. This section provides an introduction and overview describing the conclusions of the Initial Study.

Section 2.0 – Project Description. This section identifies key project characteristics and includes a list of anticipated discretionary actions.

Section 3.0 – Initial Study Checklist. The Environmental Checklist Form provides an overview of the potential impacts that may or may not result from project implementation.

Section 4.0 – Environmental Evaluation. This section contains an analysis of environmental impacts identified in the environmental checklist.

Section 5.0 – References. The section identifies resources used to prepare the Initial Study.

2.0 PROJECT DESCRIPTION

2.1 Project Location and Existing Setting

The project site is shown in a regional and local context in **Exhibit 1, *Regional and Local Vicinity Map***. The project site is located at 6734 Sunset Boulevard in the City of Los Angeles, within the Hollywood Community Plan Area, in the northwestern portion of the City. The approximately 0.89-acre project site includes four parcels legally described as Assessor Parcel Numbers (APNs) 5547-022-022, -023, -024, and -025. The property is generally bordered by Sunset Boulevard to the north, Hollywood Center Motel to the east, a single-family residence (1428 McCadden Place) and Artiste Apartments (6731 Leland Way) to the south, and McCadden Place to the west. Regional access is provided by U.S. Route (U.S. 101), which is located approximately 1.3 miles east of the project site. Local access to the project site is provided from Sunset Boulevard, Highland Avenue, and McCadden Place. Public on-street parking is provided on McCadden Place and Sunset Boulevard.

Public transit service is provided by the Los Angeles County Metropolitan Transportation Authority (Metro), including bus, light rail, and subway services. There are several bus stops along Sunset Boulevard and Highland Avenue (west of the project site). Additionally, the Hollywood/Highland Metro station is approximately 0.3-mile northwest of the project site at 6801 Hollywood Boulevard.

The project site is currently developed with a 15,974-square-foot (sf) Rite Aid store and surface parking. The is generally flat with on-site elevations ranging from approximately 335 to 340 feet above mean sea level (msl)¹ As of May 2019, the Rite Aid ceased operations. The store is currently boarded and the project site is fenced to prevent access. Existing landscaping is limited to nine trees on the project site along the property boundary facing Sunset Boulevard and McCadden Place. Sidewalks are located along Sunset Boulevard and McCadden Place, including along the project site frontage. Utilities are underground on both streets.

Land uses near the project site are summarized in **Table 2-1: Surrounding Land Uses**.

Table 2-1: Surrounding Land Uses	
Direction	Land Uses
North	Sunset Boulevard; north of Sunset Boulevard: garden center; commercial retail and office building
East	Hollywood Center Motel, Hollywood Guest Inn, Las Palmas Avenue
South	Single-family residence (1428 McCadden Place), Artiste Apartments (6731 Leland Way), and Leland Way
West	McCadden Place; west of McCadden Place: Chick-Fil-A fast food restaurant with drive-through, 3-story commercial office building, gated surface parking lot, Highland Avenue

¹ Google Earth Pro, 2022.

2.2 Land Use Designations

General Plan

The project site has two General Plan land use designations: Regional Commercial Center and Low Medium II Residential. The Regional Commercial Center land use designation is intended to serve as focal points of regional commerce, identity, and activity. Uses include offices, residential buildings, retail commercial malls, and major entertainment facilities. Commercial retail uses are envisioned in the Regional Commercial Center land use designation. The southernmost parcel (APN 554-702-2025) has a designation of Low Medium II Residential, a designation which includes housing types such as duplexes, bungalow courtyards, and townhomes. The project site has not been developed with residential uses since the late 1930s; the southernmost parcel has been a part of commercial development on the site since the 1940s and was previously used for vehicular access and parking associated with prior uses.

The City of Los Angeles General Plan contains multiple Community Area Plans, which focus on a particular region of community in the City. The project site is located in the Hollywood Community Plan area. According to the Hollywood Community Plan 2021 Update², commercial land uses are concentrated near Metro stations and along commercial corridors generally served by transit and allow for typical commercial retail uses.

Zoning

The project site is zoned C4-2D-SN (C4 Commercial) and RD1.5-1XL (Restricted Density Multiple Dwelling Zone). The C4 commercial zoning district allows for drive-in businesses, including restaurants. The RD zoning district allows for multiple dwellings, apartment houses, and parks, playgrounds, or community centers owned and operated by a governmental agency. As discussed above, the residentially zoned parcel has never been developed as a residential use, and was used as a driveway access and surface parking for the prior Rite Aid use. Because the proposed project would continue to use the residentially zoned parcel for access and parking, a zone change is not required.

A summary of the land use designations and zoning for each parcel is described below in **Table 2-2: Land Use and Zoning per Parcel**.

Table 2-2: Land use and Zoning per Parcel		
APN	General Plan Land Use Designation	Zoning
554-702-2022	Regional Commercial Center	C4-2D-SN
554-702-2023	Regional Commercial Center	C4-2D-SN
554-702-2024	Regional Commercial Center	C4-2D-SN
554-702-2025	Low Medium II Residential	RD 1.5-1XL

² The Hollywood Community Plan 2021 Update was recommended for approval by the Planning Commission on March 18, 2021. The Plan has not yet been considered by the City Council.

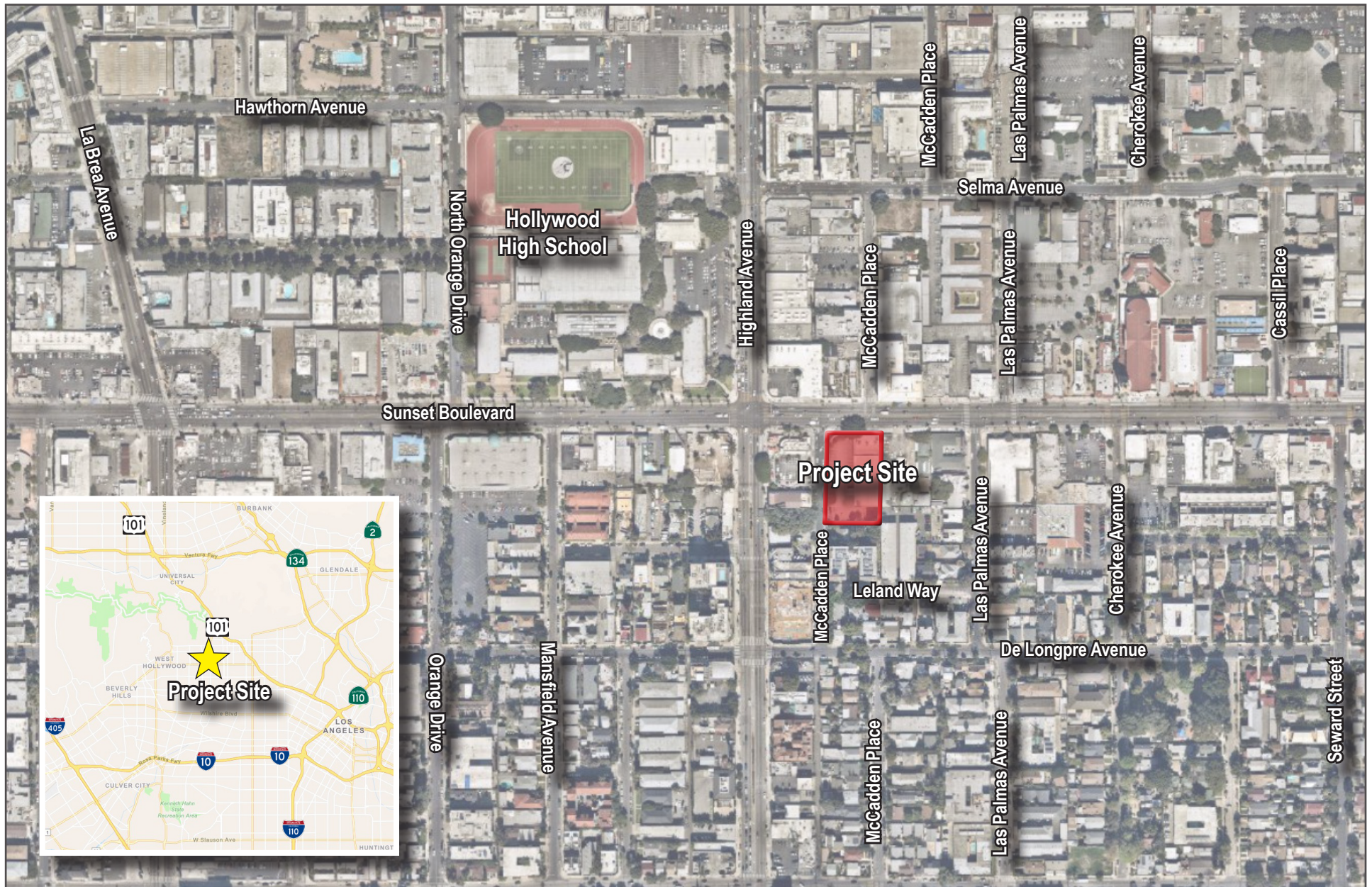


EXHIBIT 1: Regional and Local Vicinity Map
 Raising Cane's Sunset Boulevard Project
 City of Los Angeles

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2.3 Project Characteristics

Site Development

The conceptual site plan is provided in **Exhibit 2, Site Plan**. As proposed, the project would allow for a 3,468-sf Raising Cane’s fast-food restaurant with a drive-through and outdoor patio seating, surface parking lot, and new landscaping. Specifically, the proposed project would provide 47 seats for indoor dining and 83 patio seats. The proposed project requires three variances from the City of Los Angeles Municipal Code (LAMC) to (1) allow for a drive-through in a RD1.5 zone (LAMC 12.09.1); (2) access and accessory parking from a more restrictive zone to a less restrictive zone (LAMC 12.21.C.5(h)); (3) and to permit an outdoor dining area in excess of 50 percent of the interior dining area in the C4 zone (LAMC 12.16).

Architecture, Landscaping, and Lighting

Conceptual exterior elevations and renderings are shown on **Exhibit 3, Conceptual Exterior Elevations**. The building would have an earth tone color palette of greys, beiges, tans, and browns with articulated building facades to minimize building massing. The contemporary modern façade would include rolled steel, reclaimed metal panels, brick masonry, and modular brick finishes. Large glass windows would be provided along the front and side entries, including the service windows of the drive-through. The proposed architecture would be consistent with the Raising Cane’s corporate colors and branding.

Project site landscaping is depicted at **Exhibit 4, Landscape Plan**. All existing trees located on the project site would be removed. No street trees in the public rights-of-way would be removed. The proposed project would include 10,988 sf of landscaping around the project site perimeter and along building frontages. Landscaping would incorporate crushed stone, decorative boulders, and crushed gravel as a base. Drought tolerant plant materials would include purple hopseed bush along the eastern project boundary and dwarf yedda hawthorn along the western and southern project boundary. The project driveways on Sunset Boulevard would have landscaped areas with dwarf yedda hawthorn, paddle plant, new gold lantana, desert palo verde trees, and century plants. Within the project site, a landscaped area adjacent to the path of travel between the restaurant building and trash enclosure would have solar flare esperanza, decorative boulders, red yucca succulents, and desert museum palo verde trees. The proposed project would have 20 new trees along the perimeter of the project site and within the boundaries of the site. All landscaping would comply with LAMC Section 12.41 – Landscape Water Management, and would be drought tolerant. Project lighting would include light sources typically used in commercial fast-food developments, including outdoor lighting for security and wayfinding, and lighting for order boards and service windows. Standard parking light posts would be provided throughout the surface parking lot. Additionally, exterior lighting fixtures along the building frontage would provide illumination for the restaurant.

Parking and Circulation

Table 2-3: Project Parking summarizes City parking requirements and parking provided by the project. The project requires and would provide 35 vehicle parking spaces. Specifically, the project would provide 15 standard stalls, 4 compact stalls, 10 designated “mobile pick-up” stalls, 4 electric vehicle charging stalls, and 2 designated Americans with Disabilities Act (ADA) handicap spaces. Loading and delivery trucks would temporarily park parallel to the restaurant building, across parking spaces, and exit via the McCadden Place driveway. A dedicated loading spot would not be provided due to the physical constraints

associated with the site. Bicycle storage would be provided toward the southern end of the restaurant building, including short-term bike racks and bicycle lockers

Table 2-3: Project Parking				
LAMC 12.21.C: Parking Standard	Proposed Project	Required Parking	Proposed Parking	Meet Requirements?
1 stall/100 sf	3,468	35	35	Yes
Source: Kimley Horn, 2022.				

Vehicular access to the project site would be provided from three driveways: two driveways (Driveway 1 and Driveway 2) on Sunset Boulevard and one on McCadden Place. The two driveways on Sunset Boulevard would be 15 feet wide and only permit one-way access. Specifically, Driveway 1 would be a right-in access only, while Driveway 2 would be a right-out access for customers exiting the drive-through. Driveway 3 would be 24 feet wide and be unrestricted. **Table 2-4: Project Driveways** summarizes the project access.

Table 2-4: Project Driveways				
Driveway	Location	Width	Movement	Use
1	50 feet east of McCadden Place	15 feet	Right-In Only	Directs customers to surface parking lot
2	142 feet east of McCadden Place	15 feet	Right-Out Only	Directs customers leaving drive-through lanes
3	225 feet south of McCadden Place at Sunset Boulevard intersection	24 feet	Full Access	Directs customers to surface lot, and beginning of drive-through queue and order boards
Source: Ware Malcomb, 2022.				

The proposed drive-through lane would begin at the southern portion of the project site and wrap around the restaurant building in a counter-clockwise direction (Exhibit 2). Vehicles entering Driveway 3 would either park in the surface parking lot for walk-in dining or mobile pick up orders, or enter the drive-through queue. A dual drive-through lane is proposed to allow for 23 vehicles to queue on site. Two order boards, adjacent to the drive-through lane, would be located approximately 40 feet south of the restaurant building. Vehicles would proceed toward the pick-up windows.

Customers in the drive-through lane closest to the restaurant would pick up orders at the second pick-up window. Restaurant employees would use a striped pedestrian walkway at the second pick-up window to walk across the drive-through lanes to serve customers (complete orders) in the second drive-through lane. During non-peak hours (9:00 AM-11:00 AM and 3:00 PM-5:00 PM), the secondary drive-through lane would be closed, and the dual drive-through lanes would merge into one lane as vehicles approach the restaurant pick-up window.

Pedestrian access would be provided from existing sidewalks along McCadden Place and Sunset Boulevard. The restaurant frontage on Sunset Boulevard would include raised planters, building access, and access to the outdoor patio.

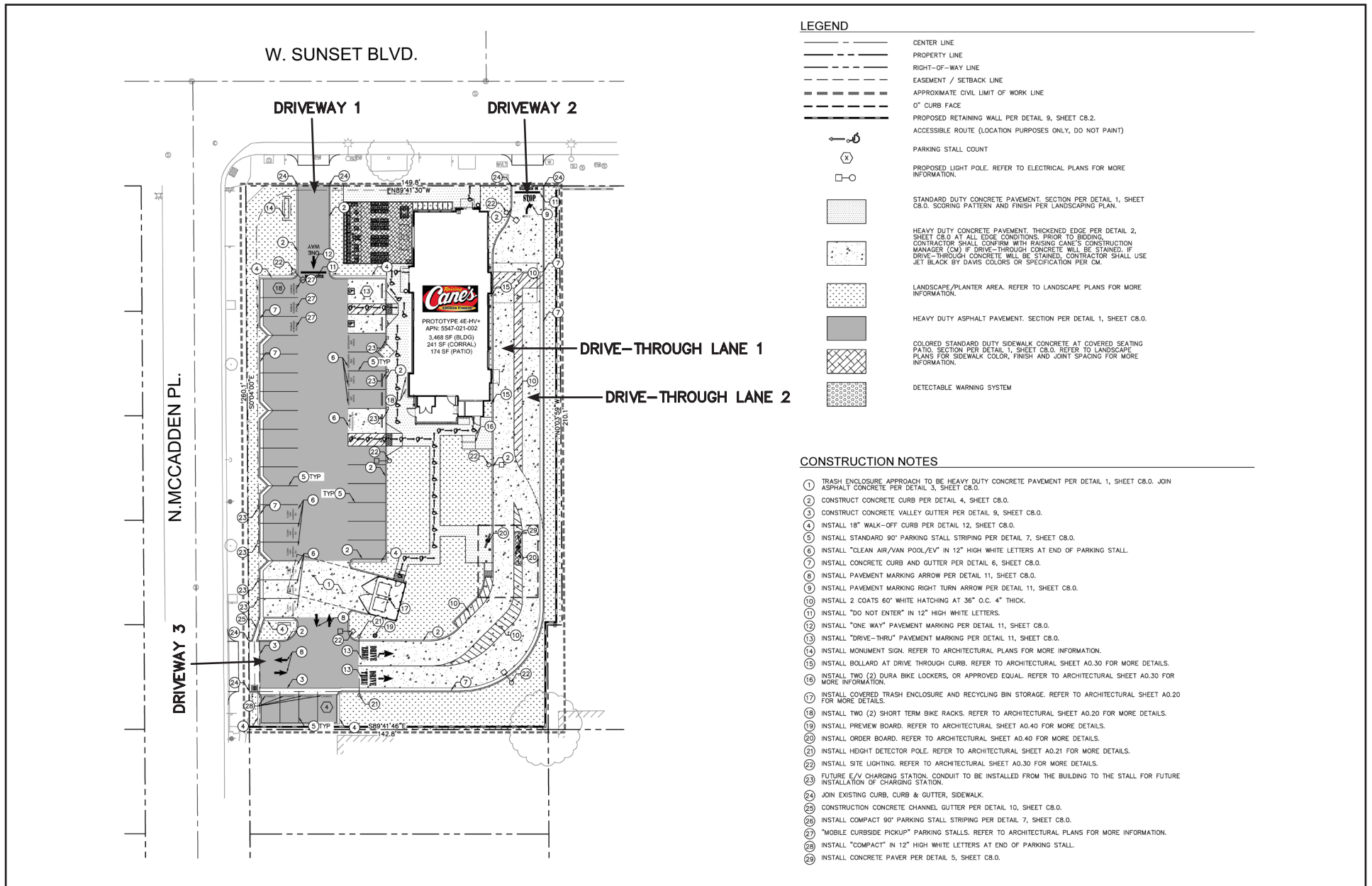


EXHIBIT 2: Site Plan
Raising Cane's Sunset Boulevard Project
City of Los Angeles

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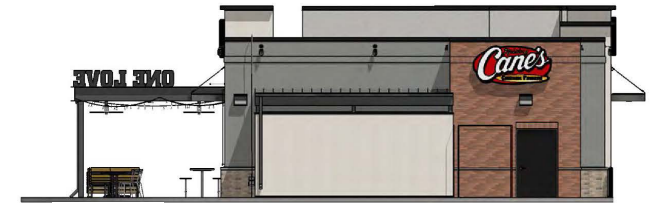
South Elevation



East Elevation



West Elevation



North Elevation

MATERIAL FINISHES

EM-3



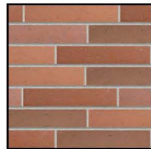
HOT ROLLED STEEL W/ CARBON
GRADE FINISH - W/ CLEAR,
MATTE POWDER COAT FINISH

EM-4



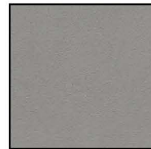
RECLAIMED METAL PANEL:
VINTAGE CAR HOOD
OCCURS AT FACE OF THE
'T' ELEMENT ONLY

EW-1



BELDEN NORMAN BRICK MASONRY
MEDIUM RANGE, SMOOTH, IRON
SPOT. MORTAR TO MATCH
SOLOMON PRODUCTS IO H.
WEATHERED HORIZONTAL STRIKE.
VERTICAL JOINTS ARE FLUSH

EW-2



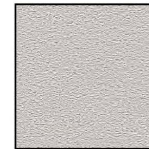
'SW 7669 SUMMIT GRAY' PORTLAND
CEMENT STUCCO

EW-4



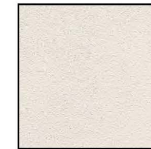
BORAL 'ALAMO' MODULAR
BRICK, MORTAR TO MATCH
SOLOMON PRODUCTS IO H.
LIGHT BUFF SACK RUB FINISH.

EW-5



'132 MOUNTAIN FOG' PORTLAND
CEMENT STUCCO

EW-6



'456 OYSTER SHELL'
CEMENT STUCCO

EWS-2



ALUMINUM STOREFRONT SYSTEM
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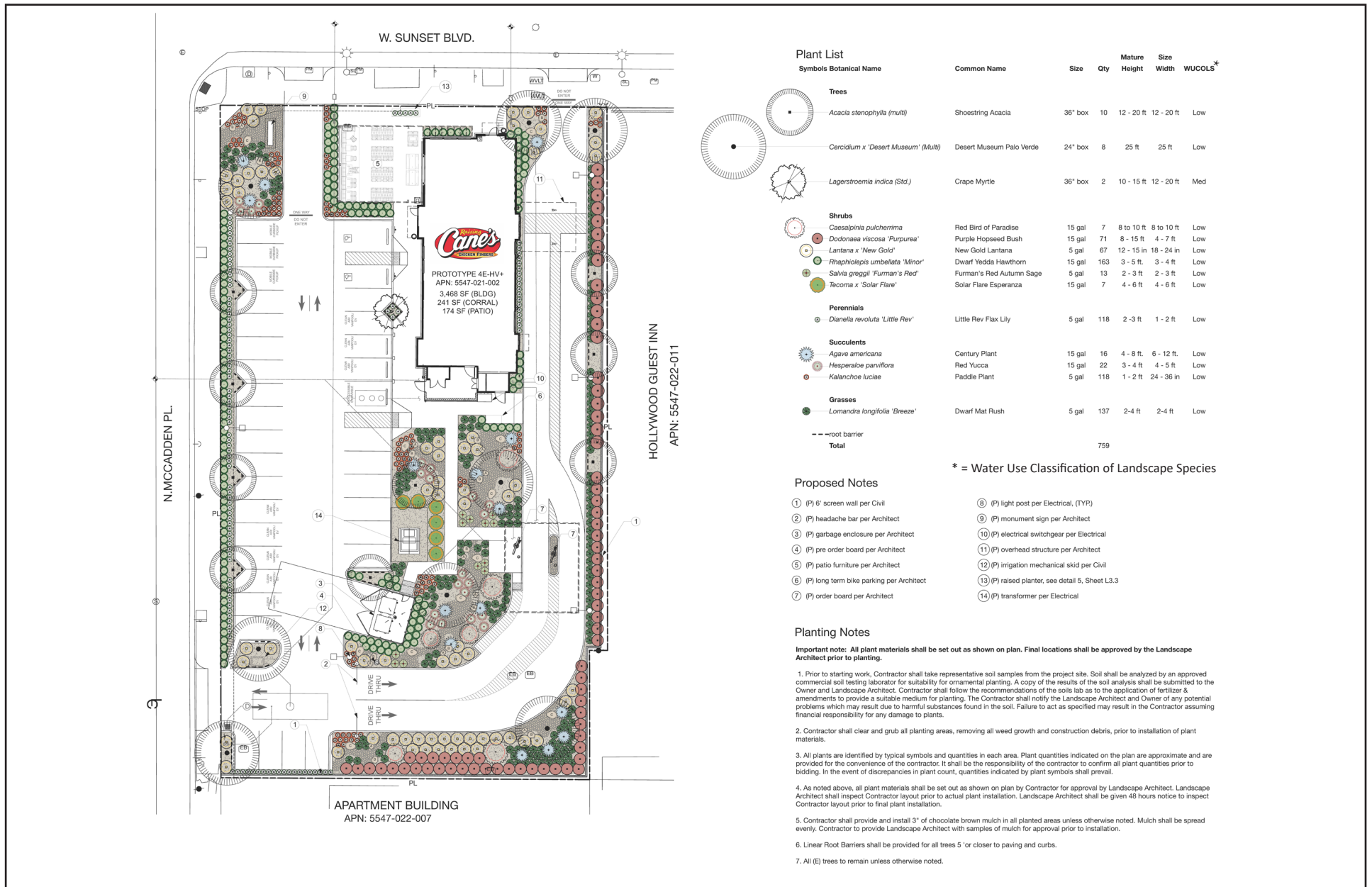


EXHIBIT 4: Conceptual Landscape Plan
Raising Cane's Sunset Boulevard Project
City of Los Angeles

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Utility Infrastructure

Project implementation would require the construction of new on-site utility infrastructure connections to serve the restaurant use. These utilities would be connected to existing utility infrastructure in adjacent roadways, with the final sizing and design of on-site facilities to occur during final building design and plan check.

Water and Sewer. The Los Angeles Department of Water and Power (LADWP) provides and would continue to provide water service to the project site. A proposed two2-inch polyvinyl chloride (PVC) pipe would connect to existing water lines in Sunset Boulevard to provide potable water to the site. A proposed one-inch PVC pipe and one-inch water irrigation water meter would connect to an existing eight-inch water main on Sunset Boulevard as well.

The City of Los Angeles Sanitation and Environment (LASAN) maintains sewer service to the City. Upon project implementation, LASAN would continue to serve the project. There is an 8-inch sewer line in both Sunset Boulevard and McCadden Place. The project would connect to the sewer main on McCadden Place via a 6-inch standard dimension ratio PVC pipe. The sewer pipe would extend east toward the parking lot and eventually connect to the building.

Drainage and Water Quality. The City owns and maintains a network of catch basins, storm drains, and channels throughout the City. There are existing storm drains along Sunset Boulevard and McCadden Place. Under existing conditions, storm water sheet flows from the northeast corner to the southwest corner of the project site and is captured in an existing drainage inlet. The remaining surface runoff sheet flows to the southwest corner of the site, and continues off site until reaching an existing curb and gutter on McCadden Place.

New on-site storm water infrastructure would be provided as a part of the project. Specifically, the project would include one drainage management area with a total area of 38,609 sf, of which 11,017 sf (29 percent) would be pervious area and 27,592 sf (71 percent) would be impervious area. Surface runoff would sheet flow into a proposed drop inlet catch basin at the southeast corner of the site near McCadden Place. The collected runoff would flow into a proposed filtration system for pre-treatment to remove all debris and trash before entering an underground rainwater cistern located on the southeastern portion of the site. The proposed underground cistern would store the 85th percentile storm event volume to be used for private, on-site irrigation. Stormwater would be held in the cisterns and be used for a period up to seven months. Stormwater in excess of the 85th percentile event would overflow and bubble out off site and sheet flow onto the existing curb and gutter off McCadden Place, and flow south into the existing public drainage system.

Dry Utilities and Solid Waste Management. There is below ground utility infrastructure in Sunset Boulevard and McCadden Place, as well as some aboveground utilities south of the project site along McCadden Place. LADWP provides electrical service to the project site. Southern California Gas Company (SoCalGas) provides natural gas service to the project site. Both LADWP and SoCalGas would continue to serve the project site. New service connections for the proposed project would connect to existing underground utility lines. No connections to the existing overhead utility lines would occur. LASAN currently provides solid waste collection and services to the City, including the project site, and would continue to serve the project.

2.4 Construction Activities

Project construction is anticipated to take approximately six to seven months. Construction would occur in the following sequence:

- Site clearing including demolition of existing Rite Aid store;
- Site preparation;
- Grading. Approximately 741 cubic yards (cy) of cut and 308 cy of fill with 433 cy of material imported to the project site, inclusive of on-site grading and installation of infrastructure within existing rights-of-way. All infrastructure (i.e., storm drain, water, wastewater, dry utilities, and street improvements) would be installed within the existing rights-of-way with connections to the project site;
- Building construction; and
- Paving, architectural coating, and landscaping.

2.5 Discretionary and Ministerial Approvals

The Project was initially filed with Site Plan Review for a change of use to a drive-through fast-food establishment associated with a net increase of 500 or more average daily vehicle trips. However, as discussed further in Section 4.17, Transportation, of this Initial Study, the City determined that the Project will not result in a net increase of 500 or more average daily vehicle trips, and therefore the requested Site Plan Review can be dismissed. The discretionary and ministerial actions and/or approvals need for the proposed project include, but are not limited to, the following:

- **Adoption of the Initial Study/Mitigated Negative Declaration.** The project requires CEQA compliance through the adoption of an IS/MND prior to approval of the project. This IS/MND is intended to serve as the primary environmental document for all actions associated with the approval of the Raising Cane's Sunset Boulevard Project. In addition, this is the primary reference document for the mitigation monitoring and reporting program for the project.
- Pursuant to LAMC Section 12.27, a Variance from LAMC 12.09.1 to allow for a drive-through in a Residential Zone.
- Pursuant to LAMC Section 12.27, a Variance from LAMC 12.16 to permit an outdoor eating area in excess of 50 percent of the interior dining area in the C4 Zone.
- Pursuant to LAMC Section 12.27, a Variance from 12.21.C.5(h) to permit access and accessory parking from a more restrictive zone to a less restrictive zone.
- Pursuant to LAMC Section 12.24 W.17, a Conditional Use Permit to allow the construction, use, and maintenance of a drive-through fast-food establishment in the C4 Zone adjoining a residential zone.
- Pursuant to LAMC Section 12.24 W.27, a Conditional Use Permit to allow deviations from Commercial Corner development standards including less than 50 percent window transparency for exterior walls and doors of a ground floor containing non- residential uses that front adjacent streets.
- Demolition, grading, building, and sign permits.
- Any other permit or approval required by an agency with jurisdiction over the project.

3.0 INITIAL STUDY CHECKLIST

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages, and would require the preparation of an EIR. Because no factors are checked, an EIR is not required.

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

DETERMINATION:

On the basis of this initial evaluation (check one):

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

CERTIFICATION:

Prepared by:



Dana Privitt, 8/10/2022

Kimley-Horn and Associates, Inc.

Reviewed by:



More Song, City of Los Angeles

ENVIRONMENTAL CHECKLIST

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. AGRICULTURE AND FORESTRY RESOURCES. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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11. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
15. PUBLIC SERVICES. Would the project result in				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16. RECREATION. Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. TRANSPORTATION. Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
18. TRIBAL CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
21. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
current projects, and the effects of probable future projects)?				
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.0 ENVIRONMENTAL ANALYSIS

4.1 Aesthetics

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

No Impact. The City of Los Angeles' General Plan Conservation Element defines scenic vistas as the panoramic public views access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic resources. Panoramic public views within the Hollywood Community Plan area include the Santa Monica Mountains, Hollywood Hills, and urban skyline. No scenic views are provided from or through the project site due to the flat topography on site and visual constraints caused by adjacent structures in the highly urban environment. The proposed project would be a one-story fast-food restaurant with a drive-through. The project would not obstruct, interrupt, or diminish a scenic vista. No impact would occur and no mitigation is required.

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

No Impact. There are no officially-designated State scenic highways proximate to the project site. State Route (SR) 110, from downtown Los Angeles to the City of Pasadena, is classified as a Federal Scenic Byway; this segment of SR-110 is approximately 5.7 miles southeast of the project site. The project site is not visible from SR-110³ because of the distance between the project site and SR-110 as well as visual constraints caused by adjacent structures in the highly urban environment. The project site does not contain any scenic rock outcroppings or historic buildings. None of the existing on-site trees meet the requirements of protected trees per LAMC Section 46. Therefore, the proposed project would not affect scenic resources along an officially designed or an eligible scenic highway. No impact would occur and no mitigation is required.

Threshold (c) Would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The Hollywood Community Plan has several scenic street classifications for roadways, which include special controls for protection and enhancement of scenic resources. Sunset Boulevard is not identified as a scenic roadway. Additionally, the Hollywood Community Plan contains policies related to public reviews under Policy M7.2, which contain provisions for developments adjacent to scenic highways to integrate public views protection of scenic vistas to the maximum extent feasible and to adequately landscape to soften the visual impact of development. However, the project site is not near a scenic highway and therefore Policy M7.2 does not apply.

The City of Los Angeles CEQA Thresholds Guide recognizes shade and shadow impacts as an environmental impact associated with aesthetics and visual resources. The issue of shade and shadow pertains to the blockage of direct sunlight by proposed structures, which may result in shade and shadow impacts that could adversely affect shadow-sensitive uses on adjacent properties. Shadow sensitive land uses are generally defined as facilities and operations with routinely usable outdoor spaces associated with

³ California Scenic Highway Mapping System, <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>, accessed April 20, 2022.

residential, recreational, or institutional (e.g., schools, convalescent homes) land uses, and commercial uses (pedestrian oriented outdoor spaces or outdoor eating areas). Shadow-sensitive uses near the project site include the single-family residence located at 1428 McCadden Place, immediately south of the project site and the Hollywood Center Motel at 6720-6722 Sunset Boulevard. The Artiste Apartments at 6731 Leland Way is considered a shadow-sensitive use; however the complex is approximately 150 feet south of the proposed restaurant building and would not be impacted by the proposed development.

The City of Los Angeles threshold identifies that a significant impact would result if shadow-sensitive use areas (where sunlight is important to its function) would be shaded by project-related structures for more than three hours between the hours of 9:00 AM and 3:00 PM Pacific Standard Time (between late October and early April), or for more than four hours between the hours of 9:00 AM and 5:00 PM Pacific Daylight Time (between early April and late October), compared to existing conditions. The project site is currently developed with a Rite Aid commercial retail building and associated surface parking. The proposed project would demolish the existing 15,974 sf Rite Aid store and construct a 3,468-sf restaurant building. The project proposes a smaller development footprint (3,468 sf) compared to the existing Rite Aid building (15,974 sf). Further, the proposed restaurant building would be approximately 21 feet at the highest point, which is shorter than the existing Rite Aid building. As a result, the shadows cast onto the surrounding areas would likely be less than existing conditions, due to the reduction in building height and building footprint. The single-family residence at 1428 McCadden Place and Hollywood Center Motel at 6720-6722 Sunset Boulevard would not be significantly impacted by shadows. Therefore, impacts for shade and shadow are less than significant.

Compliance with development standards including setbacks and building height limits would be ensured through the City's review during application process and future review of building permits. The proposed architecture and massing would complement the existing commercial retail development on Sunset Boulevard. The proposed project would not conflict with any Hollywood Community Plan policies related to scenic vista protections because they are not applicable to the project. Therefore, impacts would be less than significant and no mitigation is required.

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

Less Than Significant Impact. Sunlight or artificial light reflecting from finished surfaces such as window glass or other reflective materials can cause reflected light (glare). Buildings constructed of highly reflective materials from which the sun reflects at a low angle commonly cause adverse glare. Materials known to cause glare, such as mirrored/reflective glass would not be used by the project. Therefore, no impact would occur and no mitigation is required.

The project site is within an urban environment along the Sunset Boulevard corridor, which contains existing light sources, including street lighting, traffic lighting, and lighting sources from the surrounding urban environment (commercial and office lighting, signage lighting). The proposed project would generate lighting from two primary sources: lighting from the building interiors that would pass through windows, and lighting from exterior sources (e.g., outdoor patio, signage, street lighting, parking area lighting, building illumination, security lighting, and wayfinding lighting). The existing Rite Aid parking lot contained nighttime lighting. The proposed project would introduce similar sources of light; however, the surrounding urban area contains multiple sources of illumination. Since the project site abuts an existing residential property to the south, the project lighting would be subject to compliance with LAMC Section

93.0117 – Outdoor Lighting Affecting Residential Property, which contains provisions limiting lighting intensity affecting residential uses. Specifically, no person shall construct, establish, create, or maintain any stationary exterior light source that may cause properties containing a residential unit to be either illuminated by more than two footcandles (21.5 lx) of lighting intensity or receive direct glare from the light source. Further, Hollywood Community Plan Policy LU7.10 – Limits Electronic Signage discourages digital or electronic signage outside of the Hollywood Signage District to ensure that lighting of digital and electronic signage are not overly bright. The proposed project would include several digital signs including the menu order boards, wall signage, directional signage (for drive-through), and monument signage. All signage would be reviewed by the Los Angeles City Planning Department and Department of Building and Safety. The proposed signage associated with the project would be consistent with typical signage used in commercial retail developments. Therefore, the proposed project lighting would not cause adverse effects; the change would be a less than significant impact.

Mitigation Program

No mitigation measures are required.

4.2 Agriculture and Forestry Resources

Threshold (a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps pursuant to the Farmland Mapping and Monitoring Program of the California Resource Agency, to non-agricultural use?

No Impact. The project site and surrounding area can be characterized as a developed urban environment. There are no agricultural or forestry resources located on or proximate to the project site. The State of California, Department of Conservation, Farmland Mapping and Monitoring Program, has designated the project site as Urban and Built-Up Land. This farmland category defines Urban and Built-Up Land as land developed at a density of at least 1 dwelling unit (du) per 1.5 acres, or approximately 6 structures to a 10-acre parcel. Land uses include but are not limited to residential, industrial, office/commercial, institutional, and public administration. There is no Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance on the project site or in the project vicinity.⁴ The surrounding area includes commercial retail uses, offices, hotels, and a plant nursery. No farmland would be converted. Therefore, no impact would occur and no mitigation is required.

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

No Impact. A Williamson Act contract between local governments and private landowners restricts specified parcels of land to agricultural or related open space use in return for a lower property tax assessment. The project site is not under a Williamson Act contract. The existing zoning does not allow for agriculture uses. Therefore, the proposed project would not conflict with agricultural zoning designation or a Williamson contract. Therefore, no impact would occur and no mitigation is required.

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

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

No Impact. The proposed project would not conflict with existing zoning for forest land, timberland, or timberland production. There are no forest or timberland resources on the project site or in the surrounding area. The existing and proposed zoning designations for the project site do not permit such uses. Therefore, no impact would occur and no mitigation is required.

⁴ State of California Department of Conservation. *California Important Farmland Finder*. Available at <https://maps.conservation.ca.gov/dlrp/ciff/>. Accessed April 20, 2022.

Threshold (e) Would the project involve other changes in the existing environment which, due to their location or nature could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest land?

No Impact. The project site and surrounding area do not include nor are proximate to agricultural uses or forest land. Therefore, the project would not directly or indirectly result in the conversion of property from agricultural or timberland uses. Therefore, no impact would occur and no mitigation is required.

Mitigation Program

No mitigation measures are required.

4.3 Air Quality

An air quality analysis was prepared by Kimley-Horn and Associates, Inc. (Kimley-Horn, 2022) for the proposed project. The air quality modeling outputs and results are included in **Appendix A** of this Initial Study and the results are summarized herein.

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

Less Than Significant Impact. The project site is in the South Coast Air Basin (Air Basin) which includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside counties. The Air Basin is approximately 6,600 square miles extending from the Pacific Ocean to the San Gabriel, San Bernardino, and San Jacinto Mountains. The Air Basin is a coastal plain with broad valleys and low hills, and semi-arid climate. The South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB) monitor air quality within the Air Basin.

The Air Quality Management Plan (AQMP) is prepared by SCAQMD and the Southern California Association of Governments (SCAG). Air quality plans describe strategies to control air pollution and measures to be implemented by a city, county, region, and/or air district. The primary purpose of an AQMP is to bring an area that does not attain federal and State air quality standards into compliance with the requirements of the federal Clean Air Act and California Clean Air Act. Non-attainment is used to refer to an air basin where one or more ambient air quality standards are exceeded. In addition, air quality plans are developed to ensure that an area maintains a healthful level of air quality based on the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS).

The current SCAQMD plan is the 2016 AQMP adopted on March 3, 2017. The 2016 AQMP is designed to meet the State and federal Clean Air Act planning requirements and focuses on federal ozone and ultra-fine particulate matter (PM_{2.5}) standards. The SCAQMD's AQMP was prepared to accommodate growth; to reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD; and to attain clean air within the region. Projects that are considered consistent with the AQMP would not interfere with attainment because this growth is included in the projections used to formulate the AQMP.

The SCAQMD's *CEQA Air Quality Handbook* (SCAQMD 1993, as amended) identifies two key indicators of consistency with the AQMP:

1. Whether a project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
2. Whether a project will exceed the assumptions in the AQMP based on the year of project buildout and phase.

With respect to the first criterion, based on the air quality modeling analysis conducted for the proposed project, the construction and operation of the project would not result in significant impacts based on the SCAQMD thresholds of significance; therefore, project construction and operation would not increase the frequency or severity of existing air quality violations. The proposed project is not forecasted to contribute to the exceedance of any air pollutant concentration standards.

With respect to the second criterion, the proposed project is consistent with the goals and policies of the Hollywood Community Plan and the intent of zoning. As such, the project would not exceed the population or job growth projections used by the SCAQMD to develop the 2016 AQMP. As such, the project would not interfere with attainment because this growth is included in the projections used to formulate the AQMP. Additionally, the project is an infill development on Sunset Boulevard and near Metro transit stops. Infill developments reduce emissions by reducing the need to travel long distances by some residents.⁵ Additionally, the SCAQMD's CEQA Handbook indicates that significant air pollutant projects may include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities. The proposed project is not defined as one of these significant uses. Therefore, the project is also consistent with the second criterion.

SCAG forecasts are based on the General Plans of municipalities in the Air Basin. As addressed in the following analysis, total project emissions would be less than the SCAQMD significance thresholds. The emissions increase due to the project would not interfere with the AQMP or the attainment of the ambient air quality standards. Therefore, emissions from the project would not be greater than those anticipated in the AQMP.

The determination of AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Air Basin. The proposed project would not result in a long-term impact on the region's ability to meet State and federal air quality standards. In addition, the proposed project would be consistent with the goals and policies of the AQMP for the control of fugitive dust.

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

Construction Emissions⁶

Less Than Significant Impact. The project's construction activities would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the project area include ozone-precursor pollutants (i.e., reactive organic gases [ROG] and nitrogen oxides [NO_x]) and PM₁₀ and PM_{2.5}. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur; they are considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction equipment would include excavators, dozers, rollers, rubber-tired loaders, tractors, trenchers, and pavers. Exhaust emission factors for typical diesel-powered heavy equipment are based on

⁵ The California Air Pollution Control Officers Association document, *Quantifying Greenhouse Gas Mitigation Measures* (August 2010), identifies that infill developments, such as the proposed project reduce vehicle miles traveled which reduces fuel consumption. Infill projects such as the proposed project would have an improved location efficiency.

⁶ The LA DOT referral form, which was prepared by the City for the project, is an initial assessment to determine whether a project requires a Transportation Assessment. The referral form calculates a project's daily trips and vehicles miles traveled (VMT) using the City of Los Angeles Calculator tool. The VMT tool uses the ITE 9th Edition Generation Trip Rates and takes into account certain parameters based on a project's location (population, employment density, street connectivity, proximity and access to transit) to determine a project's traffic trips. The LA DOT assessment calculated the proposed project's trip generation and took credit for the existing trips associated with the Rite Aid use. For air quality modeling, Kimley-Horn used a more conservative traffic trip generation assumption (e.g., no trip credit for the Rite Aid store) which resulted in more traffic trips associated with the proposed project.

the California Emissions Estimator Model (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on or off the site. The analysis of daily construction emissions has been prepared using CalEEMod.

In accordance with the SCAQMD Guidelines, CalEEMod was used to model construction emissions for ROG, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. Nitrogen oxides (NO_x) are a family of highly reactive gases that are a primary precursor to the formation of ground-level O₃ and react in the atmosphere to form acid rain. NO₂ (often used interchangeably with NO_x) is a reddish-brown gas that can cause breathing difficulties at high levels. Peak readings of NO₂ occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). Sulfur oxides (SO_x) belong to the family of sulfur oxide gases that are formed when fuel containing sulfur from coal and oil are burned and during industrial metal smelting processes. SO₂ contributes to respiratory illness, particularly in children and the elderly, and aggravates existing heart and lung diseases.

CalEEMod allows the user to input mitigation measures such as watering the construction area to limit fugitive dust. Standard regulatory compliance measures that were input into CalEEMod allow for certain reduction credits (i.e., compliance with SCAQMD rules) and result in a decrease of pollutant emissions. Reduction credits are based upon studies developed by CARB, SCAQMD, and other air quality management districts throughout California, and were programmed within CalEEMod. **Table 4.3-1: Construction Emissions** identifies the anticipated daily short-term construction emissions and assumes reductions associated with dust control) and architectural coatings. Impacts would be less than significant for all criteria pollutants during construction.

Table 4.3-1: Construction Emissions						
Construction Year	Pollutant (pounds per day) ^{a, b}					
	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
2022	3.31	14.81	17.62	0.03	2.92	1.61
<i>SCAQMD Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Exceed SCAQMD Thresholds?	No	No	No	No	No	No
ROG: reactive organic gases; NO _x : nitrogen oxides; CO: carbon monoxide; SO _x : sulfur oxides; PM ₁₀ : particulate matter 10 microns or less in diameter; PM _{2.5} : particulate matter 2.5 microns or less in diameter. a. Emissions were calculated using the California Emissions Estimator Model (CalEEMod), as recommended by the SCAQMD. Refer to Appendix A b. The modeling incorporates reduction/credits for construction emissions based on measures included in CalEEMod and as required by the SCAQMD through Rule 403. This includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment.						
Source: Kimley-Horn, 2022.						

The City would require the project to comply with the following:

- SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the

comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

- SCAQMD Rule 403, which reduces the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions.
- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.
- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.
- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

Operational Emissions

Less Than Significant Impact. Table 4.3-2: Operational Emissions summarizes long-term operational emissions attributable to the proposed project. Project-generated emissions would be associated with motor vehicle use, energy, and area sources, such as the use of natural gas-fired appliances, landscape maintenance equipment, and architectural coatings. Mobile and stationary (area and energy) source operational emissions would result from normal daily activities on the project site once operations commence. Mobile source emissions would be generated by the motor vehicles traveling to and from the project site. Area source emissions would be generated due to an increased demand for consumer products, architectural coating, and landscaping. Energy source emissions would be generated from electricity and natural gas (non-hearth) usage associated with the proposed project. The primary use of electricity and natural gas by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. As shown in the table, emissions from the proposed project would not exceed SCAQMD thresholds for ROG, NO_x, CO, SO_x, PM₁₀, or PM_{2.5}. Project operational emissions would be less than significant.

A significant impact to air quality would occur if a project would result in a cumulative considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable NAAQS or CAAQS (including releasing emissions that exceed quantitative thresholds for ozone precursors). The ozone precursors include ROG and NO_x. The Air Basin is in non-attainment for ozone (State and federal), PM₁₀ (State), PM_{2.5} (State and federal), and lead (federal, partial non-attainment in a portion of Los Angeles County). To determine whether the project would result in a cumulatively considerable increase in non-attainment criteria pollutants or exceed the quantitative thresholds for ozone precursors, the lead agency may evaluate project emissions based on the quantitative emission thresholds established by the SCAQMD in its CEQA Handbook. The SCAQMD has established quantitative thresholds against which a project's emissions can be evaluated to determine if there is a potential for a significant impact. In the event direct impacts from a project are less than significant, a project may still have a cumulatively considerable impact on air quality if the emissions from the project, in combination with the emissions from other proposed, or reasonably foreseeable future projects are in excess of screening levels and the project's contribution accounts for more than an insignificant proportion of the cumulative total emissions. As previously addressed, the proposed project would not result in significant construction or

operational air quality impacts including non-attainment criteria pollutants. Therefore, the project's contribution to regional pollutant concentrations would not be cumulatively considerable.

Table 4.3-2: Operational Emissions						
Emissions Source	Pollutant (pounds per day) ^a					
	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Summer						
Area Source	0.09	0.00	0.00	0.00	0.00	0.00
Energy Use	0.02	0.21	0.18	0.00	0.02	0.02
Mobile Source	3.37	2.59	22.24	0.04	3.61	0.98
Mobile Source (Drive-Through)	0.02	0.03	0.38	0.00	0.00	0.00
Total	3.5	2.83	22.8	0.04	3.63	1.00
<i>SCAQMD Threshold</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Exceed SCAQMD Thresholds?	No	No	No	No	No	No
Winter						
Area Source	0.09	0.00	0.00	0.00	0.00	0.00
Energy Use	0.02	0.21	0.18	0.00	0.02	0.02
Mobile Source	3.26	2.79	22.82	0.04	3.61	0.98
Mobile Source (Drive-Through)	0.02	0.03	0.38	0.00	0.00	0.00
Total	3.39	3.03	23.38	0.04	3.63	1.00
<i>SCAQMD Threshold</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Exceed SCAQMD Thresholds?	No	No	No	No	No	No
ROG: reactive organic gases; NO _x : nitrogen oxides; CO: carbon monoxide; SO _x : sulfur oxides; PM ₁₀ : particulate matter 10 microns or less in diameter; PM _{2.5} : particulate matter 2.5 microns or less in diameter. a. Emissions were calculated using the California Emissions Estimator Model (CalEEMod), as recommended by the SCAQMD. Source: Kimley-Horn, 2021.						

A significant impact to air quality would occur if a project would result in a cumulative considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable NAAQS or CAAQS (including releasing emissions that exceed quantitative thresholds for ozone precursors). The ozone precursors include ROG and NO_x. The Air Basin is in non-attainment for ozone (State and federal), PM₁₀ (State), PM_{2.5} (State and federal), and lead (federal, partial non-attainment in a portion of Los Angeles County). To determine whether the project would result in a cumulatively considerable increase in non-attainment criteria pollutants or exceed the quantitative thresholds for ozone precursors, the lead agency may evaluate project emissions based on the quantitative emission thresholds established by the SCAQMD in its CEQA Handbook. The SCAQMD has established quantitative thresholds against which a project's emissions can be evaluated to determine if there is a potential for a significant impact. In the event direct impacts from a project are less than significant, a project may still have a cumulatively considerable impact on air quality if the emissions from the project, in combination with the emissions from other proposed, or reasonably foreseeable future projects are in excess of screening levels and the project's contribution accounts for more than an insignificant proportion of the cumulative total emissions. As previously addressed, the proposed project would not result in significant construction or operational air quality impacts including non-attainment criteria pollutants. Therefore, the project's contribution to regional pollutant concentrations would not be cumulatively considerable.

With respect to the proposed project's construction-period air quality emissions and cumulative Air Basin conditions, the SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in its AQMP pursuant to the federal Clean Air Act mandates. As such, the proposed project would comply with SCAQMD's Rule 403. Rule 403 requires that fugitive dust be controlled with the best available control measures in order to reduce dust so that it does not remain visible in the atmosphere beyond the property line of a project site. Per SCAQMD rules and mandates, as well as the CEQA requirement that a project mitigate its significant impacts to the extent feasible, these same requirements (i.e., Rule 403 compliance, implementation of all feasible measures, and compliance with adopted AQMP emissions control measures) would also be imposed on construction projects throughout the Air Basin, which would include related projects. Compliance with SCAQMD rules and regulations would preclude significant construction-related impacts. Therefore, project-related construction emissions, in combination with emissions from other projects in the area, would not substantially deteriorate the local air quality.

As previously discussed, the proposed project would not result in long-term air quality impacts because emissions would not exceed SCAQMD operational thresholds. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. The SCAQMD and other entities are constantly developing emission reduction technology, strategies, and plans. As a result, the proposed project would not contribute a cumulatively considerable net increase of any non-attainment criteria pollutant. Impacts would be less than significant and no mitigation is required.

Threshold (c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. A significant impact may occur when a project would generate pollutant concentrations to a degree that would significantly affect sensitive receptors, which include populations that are more susceptible to the effects of air pollution than the population at large. This section addresses the exposure of sensitive receptors for the following situations: CO hotspots; localized emissions concentrations, toxic air contaminants (TACs, specifically diesel particulate matter [PM]) from on-site construction; and asbestos and lead-based paint during demolition.

Carbon Monoxide Hot Spots

An analysis of CO "hot spots" determines whether the change in the level of service (LOS) of an intersection caused by a proposed project would have the potential to result in exceedances of the CAAQS or NAAQS. Vehicular emissions cause CO exceedances, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent for over 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. The Air Basin was re-designated as attainment in 2007 and is no longer addressed in the SCAQMD's AQMP.

Further, the proposed project would not produce the volume of traffic required to generate a CO hotspot (see Section 4.17 for Traffic Trip Generation). Therefore, CO hotspots are not an environmental impact of concern for the proposed project. Localized air quality impacts related to mobile-source emissions would be less than significant. As a result, no significant impact would occur and no additional mitigation measures are required.

Localized Significance Threshold Analysis

Localized Significance Analysis. The Localized Significance Threshold (LST) Methodology provides a look-up table for construction and operational emissions based on the emission rate, location, and distance from receptors, and provides a methodology for air dispersion modeling to evaluate whether a construction or operation could cause an exceedance of an ambient air quality standard. The local air quality emissions from construction were analyzed using the SCAQMD’s Mass Rate Localized Significant Threshold Look-Up Tables and the methodology described in *Localized Significance Threshold Methodology* (SCAQMD, revised July 2008) to determine if the daily emissions of CO, NO_x, PM₁₀, and PM_{2.5}, from the project would result in a significant impact to local air quality. The LST methodology assists lead agencies in analyzing localized impacts associated with proposed projects.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 4.3-3: Equipment-Specific Grading Rates** is used to determine the maximum daily disturbed acreage for comparison to LSTs. The project site is within source receptor area (SRA) Central Los Angeles (SRA 1). LSTs apply to NO_x, CO, PM₁₀, and PM_{2.5}. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to five acres. Based on the daily equipment modeled in CalEEMod, project construction is anticipated to disturb approximately 1.5 acres in a single day.

Table 4.3-3: Equipment-Specific Grading Rates					
Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Grading	Tractor	1	0.5	8	0.5
	Graders	1	0.5	8	0.5
	Dozers	1	0.5	8	0.5
	Scrapers	0	0	8	0
Total Acres Graded per Day					1.5
Source: CalEEMod version 2020.4.0.					

The SCAQMD’s methodology indicates that “off-site mobile emissions from the project should not be included in the emissions compared to LSTs.” Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod “on-site” emissions outputs were considered. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. SCAQMD’s LST guidance recommends using the 25-meter threshold for receptors located 25 meters or less from a project site. The nearest air quality sensitive receptors to the project site are the single-family residence (1428 McCadden Place) and Artiste Apartments (6731 Leland Way) to the south, and the Hollywood Center Motel located east of the project site (6720-6722 Sunset Boulevard). Therefore, the LSTs for 1.5 acres at 25 meters were used for the construction analysis which is consistent with the SCAQMD LST methodology.

As shown in **Table 4.3-4: Localized Significance of Construction Emissions**, construction emissions would not exceed SCAQMD LSTs. Emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts would not occur concerning LSTs during construction activities.

Table 4.3-4: Localized Significance of Construction Emissions				
Source/Activity	Emissions (pounds per day)^{1,2}			
	NO_x	CO	PM₁₀	PM_{2.5}
Demolition (2022)	6.41	7.47	0.83	0.40
Site Preparation (2022)	6.93	3.96	0.48	0.26
Grading (2022)	12.00	5.94	2.79	1.57
Building Construction (2022)	7.03	7.15	0.37	0.34
Paving (2022)	5.92	7.03	0.30	0.28
Architectural Coating (2022)	1.41	1.81	0.08	0.08
<i>Maximum Daily Emissions</i>	<i>12.00</i>	<i>7.47</i>	<i>2.79</i>	<i>1.57</i>
SCAQMD LST (for 1.5 acres at 25 meters)	91	864	7	4
Maximum Daily Emissions Exceed SCAQMD Threshold?	No	No	No	No
1. CalEEMod version 2020.4.0. Worst-case seasonal maximum daily emissions are reported. 2. SCAQMD Rule 403 Fugitive Dust applied for construction emissions. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment. Refer to Appendix A for Model Data Outputs.				
Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.				

According to the SCAQMD localized significance threshold methodology, operational LSTs apply to on-site sources. LSTs for receptors located at 25 meters for SRA 1 were used in this analysis. The 1-acre LST threshold was conservatively used for the 0.89-acre project site. The on-site operational emissions were calculated using CalEEMod and are compared to the LST thresholds in **Table 4.3-5: Localized Significance of Operational Emissions**. The operational emissions shown in **Table 4.3-5** include all on-site project-related stationary sources (i.e., area, energy, and on-site drive-through sources). **Table 4.3-5** shows that the project would not generate localized emissions during project operations. Therefore, the project would result in a less than significant impact concerning LSTs during operational activities.

Table 4.3-5: Localized Significance of Operational Emissions				
Activity	Emissions (pounds per day)^{1, 2}			
	NO_x	CO	PM₁₀	PM_{2.5}
On-Site Emissions (Area and Energy Sources)	0.21	0.18	0.02	0.02
Mobile (On-Site Drive-Through)	0.03	0.38	0.00	0.00
Total	0.24	0.56	0.02	0.02
<i>SCAQMD Localized Screening Threshold (adjusted for 1 acre at 25 meters)</i>	<i>74</i>	<i>680</i>	<i>2</i>	<i>1</i>
Exceed SCAQMD Threshold?	No	No	No	No
1. Emissions were calculated using the California Emissions Estimator Model version 2020.4.0 (CalEEMod), as recommended by the SCAQMD. Worst-case seasonal maximum daily emissions are reported. 2. On-site drive through idling emissions were calculated with emissions factors from EMFAC2021.				
Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.				

Toxic Air Contaminants

Construction would result in the generation of diesel particulate matter (diesel PM) emissions from the use of off-road diesel equipment required for grading and excavation, paving, and other construction activities. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to toxic air contaminant emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment is highly dispersive and concentrations of diesel PM dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. Project construction involves phased activities in several areas across the site and the project would not require the extensive use of heavy-duty construction equipment or diesel trucks in any one location over the duration of development, which would limit the exposure of any proximate individual sensitive receptor to TACs.

Additionally, construction activities would occur in an area of less than five acres. CARB generally considers construction project sites of such size to represent less than significant health risk impacts due to (1) limitations on the off-road diesel equipment able to operate and therefore a reduced amount of generated diesel PM; (2) the reduced amount of dust-generating ground disturbance possible compared to larger construction sites; and (3) the reduced duration of construction activities compared to the development of larger sites. Additionally, construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Division 3, Article 1, Chapter 10, Sections 2485 and 2449), which reduce diesel PM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. These regulations would further reduce nearby sensitive receptors' exposure to temporary and variable diesel PM emissions. Given the temporary and intermittent nature of construction activities likely to occur in specific locations at the project site (i.e., construction is not likely to occur in any one location for an extended time), the dose of diesel PM of any one receptor is exposed to would be limited. Therefore, considering the relatively short duration of diesel PM-emitting construction activity at any one location of the plan area and the highly dispersive properties of diesel PM, sensitive receptors would not be exposed to substantial concentrations of construction-related TAC emissions. Impacts would be less than significant and no mitigation is required.

Threshold (d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. The SCAQMD CEQA Air Quality Handbook identifies certain land uses as sources of odors. These land uses include agriculture, wastewater treatment plant, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project is fast-food restaurant development and does not propose to include any odor-inducing uses on the site, as defined by SCAQMD. During construction-related activities, some odors (not substantial pollutant concentrations) that the public may detect are those typical of construction vehicles (e.g., diesel exhaust

from grading and construction equipment). These odors are a temporary short-term impact that is typical of construction projects and would disperse rapidly. The project would not include any of the land uses that the SCAQMD identifies as odor sources. Therefore, impacts would be less than significant and no mitigation is required.

Mitigation Program

No mitigation measures are required.

4.4 Biological Resources

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

No Impact. The project site is currently developed with a 15,974-sf Rite Aid building, surface parking, and paved surfaces. Biological resources on the site are limited to nine landscaped trees on the project site along the property boundary on Sunset Boulevard and McCadden Place. Due to the disturbed nature of the site and surrounding urbanized environment, no natural habitat is present on the site. Based on review of the existing and surrounding site conditions, site clearance and project development would not adversely impact candidate, sensitive, or special status biological resources. No impacts would occur and no mitigation is required.

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

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

No Impact. As previously addressed, on-site vegetation is limited to landscape trees. There are no sensitive natural communities, riparian habitats, or federally protected wetlands or resources on or proximate to the project site.⁷ The project site does not contain any water resources (e.g., streams, creeks, channels, vernal pools) nor would any of the proposed land uses potentially impact wetlands. The project site is fully developed; the project site does not contain riparian habitat, sensitive natural communities, or wetlands. Therefore, no impacts to riparian habitat, wetlands, or other sensitive natural communities would result from the proposed project and no mitigation is required.

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

Less Than Significant Impact. Wildlife movement corridors are physical connections that allow wildlife to move between areas of suitable habitat in both undisturbed and fragmented landscapes. The project site is currently developed with a Rite Aid building and is within a dense, urbanized environment. The project site is not a recognized wildlife corridor nor is it proximate to a nursery site for native and migratory wildlife.

The proposed project would remove nine landscape trees. The trees may be used for nesting by migratory birds, which are protected under the federal Migratory Bird Treaty Act (16 U.S.C. §§703–712). Birds protected under the MBTA are species that migrate between countries neighboring the United States who

⁷ U.S. Fish and Wildlife Service, *National Wetlands Inventory*. www.fws.gov/wetlands/Data/Mapper.html, accessed April 20, 2022.

signed the agreement (Canada, Mexico, Russia, and Japan). The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations.

The California Fish and Game Code (CFGF) provides additional protection for nesting birds at the State level. CFGF Section 3503 states that it is unlawful to destroy nests or eggs of any bird unless stipulated within this code and Section 3503.5 protects the nests and eggs of birds of prey. CFGF Section 3513 reiterates that any species protected under the MBTA are also protected at the State level. It also adds that all non-game birds naturally occurring in California are protected even if they are not protected by the MBTA. CFGF Section 3801 excludes house sparrows and European starling from nest protections; this means that nests of other non-native species are protected at the State level even if they are not protected under the MBTA. If tree removal occurs during nesting season, the project applicant is required to comply with these regulatory requirements.

Threshold (e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. LAMC Section 46 contains the provisions for protected trees which are defined as “Southern California indigenous tree species, which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree, or any of the following Southern California indigenous shrub species, which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the shrub.” The four types of protected trees are Oak, Southern California Black Walnut, Western Sycamore, and California Bay trees. None of the existing trees on the project site meet the definition of a protected tree. The proposed removal of the nine trees would not conflict with the LAMC Section 46. As such, project implementation would not conflict with any local policies or ordinances protecting biological resources. No impact would occur and no mitigation is required.

Threshold (f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. According to the California Department of Fish and Wildlife’s California Regional Conservation Plans map, the project site is not located within a Natural Community Conservation Plan (NCCP) or Habitat Conservation Plan (HCP).⁸ As discussed above within Responses 4.4(a) through 4.4(e), the proposed project would not result in significant impacts to biological resources and would not result in conflicts with provisions of a HCP or NCCP. No impact would occur and no mitigation is required.

Mitigation Program

No mitigation measures are required.

⁸ California Department of Fish and Wildlife, California Regional Conservation Plans, April 2019, Available at: <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>, accessed April 22, 2022.

4.5 Cultural Resources

A cultural record search prepared for the proposed project by the California Historical Resources Information System (CHRIS) South Central Coast Information Center (SCCIC) at California State University, Fullerton is provided as **Appendix B** of this Initial Study and the results are summarized herein.

Threshold (a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?

No Impact. Historical resources are defined as buildings, structures, objects, sites, and districts of significance in history, archaeology, architecture, and culture. These resources include intact structures of any type that are 50 years or more of age. These resources are sometimes called the “built environment” and can include, in addition to houses, other structures such as irrigation works and engineering features. Historical resources are preserved because they provide a link to a region’s past as well as a frame of reference for a community.

The CEQA Guidelines Section 15064.5, define “historic resources” as resources listed in the California Register of Historical Resources, or determined to be eligible by the California Historical Resources Commission for listing in the California Register of Historical Resources.⁹ CEQA allows local historic resource guidelines to serve as the California Register of Historical Resources criteria if enacted by local legislation to act as the equivalent of the State criteria.

As noted, a record search was requested from the South-Central Coastal Information Center to obtain recorded built-environment and archaeological information. The search includes review of all recorded built-environment and archaeological resources, as well as a review of cultural resource reports on file within a one-mile project site radius. The records search also included a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Inventory of Historic Resources. The record search did not identify any historic resources on the project site. Multiple built-environment resources have been documented within a ¼-mile radius of the project site.

The project site is not located within a designated Historic Preservation Overlay Zone (HPOZ) or identified on Survey LA as part of a potential future historic district.^{10,11} Further, the project site is currently developed with a Rite Aid building, built in 2005. Due to the age of the existing structures and lack of significant historic resources on the project site, the project would have no impact on historic resources and no mitigation is required.

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

⁹ California Public Resources Code Section 5020.1(k), Section 5024.1(g).

¹⁰ Los Angeles Department of City Planning - Office of Historic Resources, HistoricPlacesLA, <http://www.historicplacesla.org/map>, accessed April 22, 2022.

¹¹ City of Los Angeles City Planning, Survey LA, Available at: <https://planning.lacity.org/preservation-design/survey-la-results-hollywood>, accessed April 22, 2022.

Less Than Significant Impact. As noted, a record search was conducted at the South-Central Coastal Information Center. The record search did not identify any archaeological resources on the project site and two archaeological resources within a ½-mile radius of the project site. The documented archaeological resources were determined no eligible for listing.

The likelihood of encountering archaeological resources on the project site is low considering the recent development activities associated with construction on the site since the 1910s. Although no subterranean parking garage uses are proposed, construction activities for the project would require excavation and grading. Therefore, while low, there is the potential for the project to affect a previously unidentified archaeological resource. In the unlikely circumstance that archaeological resources are unearthed, the City of Los Angeles Department of Building and Safety has a protocol for evaluating inadvertent finds during construction work, which includes guidelines set forth in California PRC Section 21083.2. This protocol dictates that work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines. Adherence to this regulatory compliance measure would ensure that if any previously unknown archaeological artifacts are unearthed, those artifacts would be handled in a way that would not cause a substantial adverse change in their significance.

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

Less Than Significant Impact. The disturbance of most Native American human remains is typically in association with prehistoric archaeological sites. As discussed previously, the project site is not near an identified archaeological resource. Given the extent of on-site disturbances from previous development, there is low potential for the project's ground disturbing activities to encounter human remains. Notwithstanding, if previously unknown human remains are discovered during the project's ground-disturbing activities, a substantial adverse change in the significance of such a resource could occur. If human remains are found, those remains would require proper treatment in accordance with applicable laws, including State of California Health and Safety Code (HSC) Sections 7050.5 through 7055 and PRC Section 5097.98 and Section 5097.99. Health and Safety Code Sections 7050.5 through 7055 describe the general provisions for treatment of human remains. Specifically, HSC Section 7050.5 prescribes the requirements for the treatment of any human remains that are accidentally discovered during excavation of a site. HSC Section 7050.5 also requires that all activities cease immediately, and a qualified archaeologist and Native American monitor be contacted immediately. As required by State law, the proposed project would implement the procedures set forth in PRC Section 5087.98, including evaluation by the County Coroner and notification of the Native American Heritage Commission (NAHC). The NAHC would designate the "Most Likely Descendent" of the unearthed human remains. If excavation results in the discovery of human remains, the proposed project would halt excavation near the find and any area that is reasonably suspected to overlay adjacent remains shall remain undisturbed until the County Coroner has investigated, and appropriate recommendations have been made for treatment and disposition of the remains. Following compliance with the established regulatory framework (i.e., HSC §§7050.5-7055 and PRC §5097.98 and §5097.99), the project's potential impacts concerning human remains would be less than significant and no mitigation is required.

Mitigation Program

No mitigation measures are required.

4.6 Energy

Building Energy Conservation Standards

Energy conservation standards for new residential and non-residential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission) in June 1977 and are updated every three years (Title 24, Part 6, of the California Code of Regulations). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On May 9, 2018, the California Energy Commission (CEC) adopted the 2019 Building Energy Efficiency Standards (Energy Code), which went into effect on January 1, 2020. The CEC adopted the 2022 Energy Code in August 2021, which aims to improve upon the 2019 Energy Code for new construction of, and additions and alterations to, residential and non-residential buildings. The 2022 Energy Code will go into effect January 1, 2023. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code. The California Energy Commission updates the standards every three years.¹²

Senate Bill 350

In September 2015, then California Governor Jerry Brown signed Senate Bill (SB) 350 (de León). This legislation established tiered increases to the Renewable Portfolio Standard—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030.

Senate Bill 100

SB 100, referred to as “The 100 Percent Clean Energy Act of 2019,” was signed into law by then Governor Brown in September 2018 and increased the required Renewable Portfolio Standards established in SB 350. Under SB 100, the total kilowatt hours (kWh) of energy sold by electricity retailers to their end-use customers must consist of at least 50 percent renewable resources by 2026, 60 percent renewable resources by 2030, and 100 percent renewable resources by 2045. SB 100 also establishes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under SB 100, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Threshold (a) Would the project result in a potentially significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?

Less Than Significant Impact.

Electricity. The Los Angeles Department of Water and Power (LADWP) provides electricity to the project area, inclusive of the project site. The project is expected to use approximately 149,195 kilowatt-hours per year (kWh/year) based on California Emissions Estimator Model (CalEEMod); refer to Appendix A (Air Quality/Greenhouse Gas data). The increased demand is expected to be adequately served by the existing LADWP electrical facilities. Total electricity demand in LADWP service area is forecast to increase by

¹² California Energy Commission, 2022 Building Energy Efficiency Standards, Available at: <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency>, Accessed April 22, 2022.

approximately 31,000 gigawatt-hours (GWh)—or 31 billion kWh—between 2015 and 2030.¹³ The increase in electricity demand from the project would represent an insignificant percent increase compared to overall demand in LADWP service area. Therefore, projected electrical demand would not significantly impact LADWP's level of service.

Based on the project schedule, the project would be required to comply with the 2019 Building Energy Efficiency Standards, which took effect on January 1, 2020. Prior to issuance of a building permit, the City of Los Angeles Building and Safety Department would review and verify that the project plans demonstrate compliance with the current version of the Building and Energy Efficiency Standards. The project would also be required adhere to the provisions of CALGreen, which establish planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.

Some project would include low voltage outdoor flood lights and high efficiency windows to reduce heating and cooling loads, reducing electricity consumption. Project development would not interfere with achievement of the 60 percent Renewable Portfolio Standard set forth in SB 100 for 2030 or the 100 percent standard for 2045. These goals apply to LADWP and other electricity retailers. As electricity retailers reach these goals, emissions from end user electricity use would decrease from current emission estimates.

Natural Gas. Southern California Gas Company (SoCalGas) provides natural gas service to the project area, inclusive of the project site. The project is expected to use approximately 794,178 kilo-British thermal units per year (KBTU/year) of natural gas based on California Emissions Estimator Model (CalEEMod); refer to Appendix A (Air Quality/ Greenhouse Gas Data). The increased demand is expected to be adequately served by existing SoCalGas facilities. From 2020 to 2035, core demand¹⁴ is expected to decline from 934 million cubic feet (mcf) to 806 mcf, while supplies remain constant at 3.775 billion cubic feet per day (bcfd)¹⁵ from 2015 through 2035.¹⁶ Therefore, the natural gas demand from the proposed project would represent a nominal percentage of overall demand in SoCalGas' service area. The proposed project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

Fuel. During construction, transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. Most

¹³ California Energy Commission, California Energy Demand 2018-2030 Revised Forecast, Figure 64 Historical and Projected Baseline Consumption LADWP Planning Area, Available at: file:///C:/Users/elena.ajdari/Downloads/TN222287_20180120T141708_The_California_Energy_Demand_20182030_Revised_Forecast.pdf, Accessed April 22, 2022.

¹⁴ Most natural gas utility customers in California are residential and small commercials customers, referred to as "core" customers. Larger volume gas customers, like electric generators and industrial customers, are called "noncore" customers

¹⁵ 1 bcfd is equivalent to about 1.03 billion kBTU.

¹⁶ California Gas and Electric Utilities, 2020 California Gas Report, Southern California Gas Company Annual Gas Supply 2020-2035 Table 1-SCG, Available at: https://www.socalgas.com/sites/default/files/2020-10/2020_California_Gas_Report_Joint_Utility_Biennial_Comprehensive_Filing.pdf, Accessed May 4, 2022.

construction equipment during demolition and grading would be gas-powered or diesel-powered, and the later construction phases would require electricity-powered equipment. Impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure; impacts would not be significant.

During operations, energy consumption would be associated with customer and employee vehicle trips; delivery and supply trucks; and trips by maintenance and repair crews. Additionally, the project is an infill development on Sunset Boulevard and near Metro transit stops, thereby reducing the need to for passenger vehicle trips. The City and surrounding areas are highly urbanized with numerous gasoline fuel facilities and infrastructure. Consequently, the proposed project would not result in a substantial demand for energy that would require expanded supplies or the construction of other infrastructure or expansion of existing facilities. Existing rules and regulations concerning vehicle fuel consumption efficiencies (CAFÉ Standards)¹⁷ would ensure that vehicle trips generated by the proposed project would not be considered as inefficient, wasteful, or unnecessary. The proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impacts are less than significant and no mitigation is required.

Threshold (b) Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. Project design and operation would comply with State Building Energy Efficiency Standards, appliance efficiency regulations, and green building standards (CALGreen). Project development would not cause inefficient, wasteful and unnecessary energy consumption, and no adverse impact would occur. The proposed project would include design features such as high efficiency windows to reduce heating and cooling loads, Energy Star appliances, and high efficiency heating and cooling systems to reduce energy consumption and reduce greenhouse gas (GHG) emissions. Therefore, the project is consistent with Assembly Bill (AB) 32, which aims to decrease emissions statewide to 1990 levels by 2020 and the SB 32 goal of reducing emissions 40 percent below 1990 by 2030. Potential impacts are considered less than significant.

LADWP prepares a Power Strategic Long-Term Resource Plan (SLTRP) to guide its long-term efficient and reliable provision of electricity, including increasing the use of renewable sources. The SLTRP assumes future development within the LADWP service area will comply with local efficiency standards. In addition, SoCal Gas contributes to the preparation of the California Gas Report that outlines strategies for energy efficiency. The project would be constructed and operated based on the then current applicable building standards, including all applicable mandatory measures within the Green Building Code (codified under LAMC Chapter 9, Article 9) that would have the effect of ensuring efficient energy use by the project. The project would not interfere with any energy source used by LADWP, SoCal Gas or other energy provider. As such, the project would not conflict with or obstruct State or local plans for renewable energy or energy efficiency. Impacts would be less than significant and no mitigation is required.

¹⁷ U.S. Department of Transportation (2014). Corporate Average Fuel Economy Standards, Available at: <https://www.transportation.gov/mission/sustainability/corporate-average-fuel-economy-cafe-standards>, Accessed May 25, 2022.

Mitigation Program

No mitigation measures are required.

4.7 Geology and Soils

A *Geotechnical Engineering Report* was prepared by Terracon (Terracon, December 2020). The report is included in this Initial Study as **Appendix C** and the results are summarized herein. A Paleontological Record Search was conducted by the Natural History Museum of Los Angeles County. The record search is included in this Initial Study as **Appendix D** and the results are summarized herein.

Threshold (a.i) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

No Impact. According to the Alquist-Priolo Fault Zone and Seismic Hazard Zone Map, the project site is not located in a Fault Zone. Therefore, the proposed project would not result in any significant impacts in relation to a rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Map. No impact would occur and no mitigation is required.

Threshold (a.ii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Less Than Significant Impact. The City, as well as most of Southern California, is located in a region of historic seismic activity. The project site could be subject to moderate to strong ground shaking in the event of an earthquake on one of the regional faults. The closest fault to the project site is the Hollywood Fault, approximately 1.4 miles north of the project site. Due to the site's proximity to several active faults, the proposed project would experience similar moderate to occasionally high ground shaking from these fault as well as ground shaking from other seismically active faults of the Southern California region. The potential for damage resulting from seismic-related events include ground shaking, ground failure, and ground displacement. Strong levels of seismic ground shaking can cause damage, particularly to older and/or poorly constructed buildings. Project construction would be required to conform to the seismic construction requirements of the California Building Code, California Green Building Standards Code, the Los Angeles Building Code and applicable recommendations provided in the Terracon *Geotechnical Engineering Report*. Compliance with applicable regulations would reduce potential impacts related to strong seismic ground shaking to a less than significant level.

Threshold (a.iii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is the loss of strength where loose, saturated, relatively cohesion-less soil deposits lose shear strength during strong ground motions. Primary factors controlling liquefaction include intensity and duration of ground motion, characteristics of the subsurface soils, in-situ stress condition, and the depth to groundwater. Soil susceptible to liquefaction includes loose to medium dense sand and gravel, low-plasticity silt, and some low-plasticity clay deposits. The Geotechnical Report evaluated the site's potential for liquefaction and concluded the site is not susceptible to liquefaction based on mapped surficial deposits and the presence of a relatively shallow water table. As discussed under Threshold 4.7a.ii, the City would review construction plans to verify compliance with standard engineering practices, building codes, and the Geotechnical Report's recommendations. Because the site

is not considered susceptible to liquefaction, no significant impacts would occur and no mitigation is required.

Threshold (a.iv) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

No Impact. Landslides can occur if areas of steep slopes consisting of unstable soils are disturbed by ground shaking and/or heavy rainfall. Neither of these conditions exist on or near the project site. The Geotechnical Report noted that the project site was not susceptible to landslides due to the flat terrain. There are no known landslides near the site nor is the site in the path of any known or potential landslides. Therefore, no impacts related to landslides would occur and no mitigation is required.

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

Less Than Significant Impact. Grading and earthwork activities during construction would expose soils to potential short-term erosion by wind and water. During construction, the proposed project would be required to comply with erosion and siltation control measures such as sand-bagging to reduce site runoff or hold topsoil in place prior to final grading and construction. The proposed project is required to comply with the California Green Building Code Section 5.106, which requires newly constructed projects which disturb less than one acre of land to prevent stormwater runoff pollution through compliance with local ordinances and implementation of Best Management Practices (BMPs). As a result, construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (RWQCB) through the City's Stormwater Management Division (LASAN). BMPs include drainage swales or lined ditches to control stormwater flow, scheduling construction during dry weather, sediment traps or basins to retain sediments on site, and hydroseeding to stabilize disturbed soils. Additionally, compliance with LAMC Division 70 (Grading, Excavations and Fills), which contains specific requirements for erosion control and drainage devices, would reduce any soil erosion from the site. Low-impact development (LID) plans are required to include a site design approach and BMPs that address runoff and pollution at the source. During the project's construction phase, the project would also be required to implement SCAQMD Rule 403 – Fugitive Dust to minimize wind and waterborne erosion at the site. As such, compliance with City and State regulatory requirements would minimize erosion potential to a less than significant level; no mitigation is required.

Threshold (c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? and

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

Less Than Significant Impact. Landslides are gravity-driven movements of earth materials that may include rock, soil, unconsolidated sediment, or combinations of such materials. The primary factors influencing the stability of a slope are the nature of the underlying soil or bedrock, the geometry of the slope (height and steepness), and rainfall. Because the site is flat and is not adjacent to any slopes, the project site is not susceptible to landslides.

Lateral spreading generally is a phenomenon where blocks of intact, non-liquefied soil moves downslope on a liquefied substrate of large areal extent. For lateral spreading to occur, a sloping site with an open face within or at some distance from the site typically exists and there is a potential for liquefaction to occur near the base of the open face. Due to the site's flat topography and lack of susceptibility to liquefaction, the site is not susceptible to lateral spreading.

Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. The Geotechnical Report noted sandy lean clay underlie the project site. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the project site or in the general site vicinity. Potential for ground subsidence due to withdrawal of fluids or gases at the project site was not a concern.

According to the U.S. Department of Agriculture, Natural Resource Conservation Service's Web Soil Survey, the site is composed of Urban land Grommet-Ballona complex, which are well drained.¹⁸ Urban land Grommet-Ballona complex are not considered expansive soils due to their ability to transmit water efficiently. The project site is not considered susceptible to subsidence.

The proposed project would be required to conform with the most recently published California Building Code, City regulations, and other applicable regulatory requirements. Conformance with standard engineering practices and design criteria would reduce the potential for substantial risks to life or property as a result of expansive soils. The associated impacts would be less than significant and no mitigation is required.

Threshold (e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The project does not propose the use of septic tanks. The project would connect to the existing sanitary sewer system for wastewater disposal. Therefore, no impact would occur and no mitigation is required.

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

Less Than Significant Impact. Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. The project site is developed with a Rite Aid store and surface parking. According to the record search results from the Natural History Museum of Los Angeles County, no known fossil localities have been recorded for the project site. Although no fossil localities were identified on the project site, the record search did identify other fossil localities nearby from the same sedimentary deposits that occur in the project area.

Although not expected, there is a possibility that project construction activities to affect unidentified paleontological resources. The project would be required to comply with the City of Los Angeles Conservation Element's Site Protection policy regarding designation of a paleontologist and notification,

¹⁸ USDA Web Soil Survey, <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>, Accessed April 22, 2022.

assessment, and removal or protection of paleontological resources that may be encountered during excavation. Per the Conservation Element, “if significant paleontological resources are uncovered during Project execution, authorities are to be notified and the designated paleontologist may order excavations stopped, within reasonable time limits, to enable assessment, removal or protection of the resources.”¹⁹

As with all development in the City that includes any ground-disturbing activities, the project applicant would be required to notify the City of Los Angeles Department of Building and Safety immediately if paleontological resources are encountered, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the project site. The paleontologist shall determine the location, the timeframe, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, by complying with the applicable regulatory requirements, project impacts related to paleontological resources would be less than significant and no mitigation is required.

Mitigation Program

No mitigation measures are required.

¹⁹ City of Los Angeles General Plan Conservation Element, Adopted September 26, 2001, page II-5.

4.8 Greenhouse Gas Emissions

A greenhouse gas (GHG) emissions analysis was prepared by Kimley-Horn and Associates, Inc. (Kimley-Horn, 2022) for the proposed project. The GHG modeling outputs and results are included in **Appendix A** of this Initial Study and the results are summarized herein.

Background

The “greenhouse effect” is the natural process that retains heat in the troposphere, the bottom layer of the atmosphere. Without the greenhouse effect, thermal energy would “leak” into space resulting in a much colder and inhospitable planet. With the greenhouse effect, the global average temperature is approximately 61°F (16°C). Greenhouse gases (GHGs) are the components of the atmosphere responsible for the greenhouse effect. The amount of heat retained is proportional to the concentration of GHGs in the atmosphere. As more GHGs are released into the atmosphere, GHG concentrations increase and the atmosphere retains more heat, increasing the effects of climate change. The Kyoto Protocol identified six gases for emission reduction targets: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF₆). When accounting for GHGs, all types of GHG emissions are expressed in terms of CO₂ equivalents (CO₂e) and are typically quantified in metric tons (MT) or million metric tons (MMT).

Approximately 80 percent of the total heat stored in the atmosphere is caused by CO₂, CH₄, and N₂O. These three gases are emitted by human activities as well as natural sources. Each of the GHGs affects climate change at different rates and persists in the atmosphere for varying lengths of time. Global warming potential (GWP) is the relative measure of the potential for a GHG to trap heat in the atmosphere. The GWP allows comparisons of the global warming impacts of different gases. Specifically, it is a measure of how much energy the emissions of one ton of a gas will absorb over a given period of time, relative to the emissions of one ton of CO₂. The larger the GWP, the more that a given gas warms the Earth compared to CO₂ over that time period. GWPs provide a common unit of measure, which allows analysts to add up emissions estimates of different gases (e.g., to compile a national GHG inventory), and allows policymakers to compare emissions reduction opportunities across sectors and gases.

GHGs, primarily CO₂, CH₄, and N₂O, are directly emitted as a result of stationary source combustion of natural gas in equipment such as water heaters, boilers, process heaters, and furnaces. GHGs are also emitted from mobile sources such as on-road vehicles and off-road construction equipment burning fuels such as gasoline, diesel, biodiesel, propane, or natural gas (compressed or liquefied). Indirect GHG emissions result from electric power generated elsewhere (i.e., power plants) used to operate process equipment, lighting, and utilities at a facility. Included in GHG quantification is electric power which is used to pump the water supply (e.g., aqueducts, wells, pipelines) and disposal and decomposition of municipal waste in landfills.²⁰

Regulations and Significance Criteria

Former California Governor Arnold Schwarzenegger issued Executive Order S-3-05 in June 2005, which established the following GHG emission reduction targets: (a) by 2010: reduce GHG emissions to 2000

²⁰ California Air Resources Board, *Climate Change Scoping Plan*, 2008.

levels; (b) by 2020: reduce GHG emissions to 1990 levels; and (c), by 2050: reduce GHG emissions to 80 percent below 1990 levels.

AB 32 Statutes of 2006, Health and Safety Code Section 38500 et seq. require that CARB determine what the statewide GHG emissions level was in 1990 and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. CARB has approved a 2020 emissions limit of 427 million metric tons of CO₂ equivalent (MTCO₂e). Additionally, issued in April 2015, Executive Order B-30-15 requires statewide GHG emissions to be reduced 40 percent below 1990 levels by 2030.

Then Governor Jerry Brown issued Executive Order B-30-15 in April 2015, which requires statewide GHG emissions to be reduced 40 percent below 1990 levels by 2030. SB 32, signed into law in September 2016, codifies the 2030 GHG reduction target in Executive Order B-30-15. SB 32 authorizes CARB to adopt an interim GHG emissions level target for the State to achieve by 2030, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions. With SB 32, the California Legislature passed companion legislation AB 197, which provided additional direction for developing an updated Scoping Plan. CARB released the second update to the Scoping Plan to reflect the 2030 target set by Executive Order B-30-15 and codified by SB 32 in November 2017.

Additionally, signed into law in September 2018 by former Governor Brown, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

Due to the nature of global climate change, it is not anticipated that any single development project would have a substantial effect on global climate change. Addressing GHG emissions generation impacts requires an agency to determine what constitutes a significant impact. The State CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is to determine whether a project's GHG emissions would have a "significant" impact on the environment. The State CEQA Guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the project's GHG emissions (14 CRC §15064.4(a)).

On September 28, 2010, the SCAQMD GHG CEQA Significance Threshold Stakeholder Working Group recommended an interim screening level numeric bright-line threshold of 3,000 metric tons of CO₂e annually, as well as an efficiency-based threshold of 4.8 metric tons of CO₂e per service population (residents plus employees) per year in 2020 and 3.0 metric tons of CO₂e per service population per year in 2035.²¹ The SCAQMD formed the Working Group to assist the SCAQMD's efforts to develop a GHG significance threshold. The Working Group included a wide variety of stakeholders including the

²¹ In *Cleveland National Forest Foundation v. San Diego Association of Governments* (2017) 3 Cal.5th 497, the Supreme Court held that the EIR prepared for the San Diego Association of Governments' (SANDAG) *2050 Regional Transportation Plan/Sustainable Communities Strategy* did not need to include an analysis of the Plan's consistency with GHG emission reduction goals of 80 percent below 1990 levels by 2050 (established by EO S-3-05 to comply with CEQA). The Court's opinion stated that the lead agency made "a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" in part because it disclosed the 2050 emissions levels and identified the significance of the 2050 threshold to climate change impacts (i.e., to stabilization of temperature increases). The Court also noted that "a recent California Energy Commission report concludes, however, that the primary strategies to achieve this target should be major 'decarbonization' of electricity supplies and fuels, and major improvements in energy efficiency."

State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a city and county planning departments in the Air Basin, various utilities such as sanitation and power companies throughout the Air Basin, industry groups, and environmental and professional organizations. The numeric bright line and efficiency-based thresholds were developed to be consistent with CEQA requirements for developing significance thresholds. The thresholds are supported by substantial evidence and provide guidance to CEQA practitioners and lead agencies in determining whether GHG emissions from a proposed project are significant.

The City has not adopted project-specific significance thresholds. For the proposed project, the SCAQMD's proposed 3,000 MTCO₂e/yr non-industrial screening threshold is used as the significance threshold in addition to the qualitative thresholds of significance from CEQA Guidelines Appendix G, Section VII.

Threshold (a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. Pursuant to State CEQA Guidelines Appendix G, a project would have a potentially significant impact if it generates GHG emissions, directly or indirectly, that may have a significant impact on the environment; or conflicts with an applicable plan, policy, or regulation adopted to reduce GHG emissions. Section 15064.4 of the CEQA Guidelines specifies how the significance of GHG emissions is to be evaluated. The process is broken down into quantification of project-related GHG emissions, making a determination of significance, and specification of appropriate mitigation if impacts are found to be potentially significant.

The proposed project would result in direct emissions of GHGs from construction and operations. Construction is considered a direct source since these emissions occur at the site. Direct operational-related GHG emissions for the proposed project would include emissions from area and mobile sources, while indirect emissions are from energy consumption, water demand, and solid waste. Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions. **Table 4.8-1: Project Greenhouse Gas Emissions** presents the estimated GHG emissions of the proposed project.

Project total construction would result in the generation of approximately 89 metric tons of CO₂e (MTCO₂e) during construction (or 3 MTCO₂e amortized over 30 years)²². Once construction is complete, the generation of these GHG emissions would cease. Forecasted GHGs from construction have been quantified and amortized over the life of the project (30 years). The amortized construction emissions are added to the annual average operational emissions.

²² The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13, August 26, 2009).

Table 4.8-1: Project Greenhouse Gas Emissions	
Emissions Source	CO₂e (Metric Tons/Year)
Construction Emissions (2022)	89
Total Construction Emissions	89
Construction Emissions Amortized over 30 Years	3
Area Source	0
Energy	90
Mobile ¹	659
Waste	20
Water	6
Total Project Emissions²	778
SCAQMD Threshold	3,000
Exceeds Threshold?	No
Note: CalEEMod version 2020.4.0. Refer to Appendix A for Model Data Outputs. ¹ Mobile source emissions include CalEEMod results plus on-site idling emissions calculated with EMFAC2021. ² Totals may be slightly off due to rounding. Source: Kimley-Horn, 2022.	

Operational emissions consist of area sources, energy sources, mobile sources, solid waste generation, water use, and wastewater treatment. Area source emissions occur from architectural coatings, landscaping equipment, and consumer products. Mobile source emissions are based on the net new vehicle trips generated by the proposed project.²³ Emissions from water consumption occur from energy use for conveyance and treatment, and emissions from solid waste occur as materials decompose. The proposed project would result in project-related GHG emissions of 778 MTCO₂/yr. Therefore, the project would not exceed the 3,000 MTCO₂eq per year significance threshold. Impacts would be less than significant and no mitigation is required.

Threshold (b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

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

AB 375, signed into law in September 2008, aligns regional transportation efforts, regional GHG reduction targets, and land use and housing allocations. This act requires metropolitan planning organizations (MPOs) to adopt a SCS or Alternative Planning Strategy (APS) that prescribes land use allocation in that MPO's Regional Transportation Plan (RTP). CARB, in consultation with MPOs, provided regional reduction

²³ The LA DOT referral form, which was prepared by the City for the project, is an initial assessment to determine whether a project requires a Transportation Assessment. The referral form calculates a project's daily trips and vehicles miles traveled (VMT) using the City of Los Angeles Calculator tool. The VMT tool uses the ITE 9th Edition Generation Trip Rates and takes into account certain parameters based on a project's location (population, employment density, street connectivity, proximity and access to transit) to determine a project's traffic trips. The LA DOT assessment calculated the proposed project's trip generation and took credit for the existing trips associated with the Rite Aid use. For greenhouse gas emissions modeling, Kimley-Horn used a more conservative traffic trip generation assumption (e.g., no trip credit for the Rite Aid store) which resulted in more traffic trips associated with the proposed project.

targets for GHGs for the years 2020 and 2035. The project would allow for a 3,468-sf Raising Cane's fast-food drive-through restaurant that would be within the employment and population forecasts used by SCAG in developing the SCS for the region. As such, the project would not conflict with SB 375.

The proposed project would be required to comply with all building codes in effect at the time of construction which include energy conservation measures mandated by Title 24 of the California Building Standards Code – Energy Efficiency Standards. Since Title 24 standards require energy conservation features in new construction (e.g., high-efficiency lighting, high-efficiency heating, ventilating, and air-conditioning (HVAC) systems, thermal insulation, double-glazed windows, water conserving plumbing fixtures), they indirectly regulate and reduce GHG emissions. California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The proposed project would be consistent with energy efficiency measures. Therefore, the project is consistent with AB 32, which aims to decrease emissions statewide to 1990 levels by the year 2020 and the SB 32 goal of reducing emissions 40 percent below 1990 by 2030.

In addition, the proposed project would comply with all SCAQMD applicable rules and regulations during construction and operational phase and would not interfere with the State's goals set forth in AB 32 and SB 32. In addition, the proposed project does not interfere with State efforts to reduce GHG emissions to 40 percent below 1990 levels by 2030 in accordance with SB 32. Approximately 94 percent of the proposed project's emissions are from energy and mobile sources which would be further reduced by implementation of the 2017 Scoping Plan. It should be noted that the City has no control over vehicle emissions (approximately 76% of the proposed project's total emissions). However, these emissions would decline in the future due to statewide measures including the reduction in the carbon content of fuels, CARB's advanced clean car program, CARB's mobile source strategy, fuel efficiency standards, cleaner technology, and fleet turnover. Additionally, SCAG expects implementation of its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to help California reach its GHG reduction goals with reductions in per capita transportation emissions of 19 percent by 2035.²⁴ The proposed project is an infill development project near locally-serving commercial uses and several Metro bus stops, thereby potentially reducing the need to travel long distances.²⁵ Accordingly, the proposed project does not interfere with the State's efforts to reduce GHG emissions in 2030.

Concerning Executive Order S-3-05's goals for 2050, it is not currently possible to quantify all emissions savings from future regulatory measures because these measures have not yet been developed. Just as the proposed project's GHG emissions would decrease over time in compliance with regulations that the State will phased over time, it can be anticipated that operation of the proposed project would comply with or benefit from all applicable measures enacted by State lawmakers to reach the goal of an 80 percent reduction below 1990 levels by 2050. This percentage reduction is the level of GHG emissions that the State's GHG regulators believe the State needs to achieve in order to stabilize GHG-induced temperature increases and limit GHG impacts in California's environment. The analysis in this Initial Study documents what can reasonably be known about the current regulation of GHG emissions and predict

²⁴ Southern California Area of Governments. *Adopted Final Connect SoCal 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*. Available at: <https://scag.ca.gov/read-plan-adopted-final-plan>.

²⁵ The California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures* (August 2010) identifies that infill developments, such as the proposed project reduce vehicle miles traveled which reduces fuel consumption. Infill projects such as the proposed project would have an improved location efficiency.

GHG impacts to the extent possible based on scientific and factual data. Further analysis would be speculative; therefore, in compliance with CEQA, this Initial Study provides no further analysis or conclusions concerning the proposed project's long-term GHG affects.

As previously addressed, the proposed project is required to comply with all building codes in effect at the time of construction which include energy conservation measures mandated by Title 24 of the California Building Standards Code – Energy Efficiency Standards. Title 24 is part of the State's plans and regulations for reducing emissions of GHGs to meet and exceed AB 32 and SB 32 energy reduction goals. Because Title 24 standards require energy conservation features in new construction, they help reduce GHG emissions. As previously noted, California's Building Energy Efficiency Standards are updated on an approximately three-year cycle and the most recent 2019 standards went into effect on January 1, 2020.

In September 2020, SCAG's adopted Connect SoCal as its 2020-2045 RTP/SCS. Connect SoCal includes population, housing and employment projections that form the basis for SCAG's analysis of future land use patterns, mobility, and thus GHG emissions. Connect SoCal includes strategies that identify how the SCAG region can implement Connect SoCal and achieve related GHG reductions. The project is consistent with the 2017 Scoping Plan, SCAG's 2020-2045 RTP/SCS, SB 32, and Title 24, the proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. Therefore, the proposed project would have a less than significant impact on GHG emissions and no mitigation is required.

On April 2015, the City of Los Angeles released the Sustainable City pLAN (pLAN), which defines a roadmap for actions to be taken by the City over the next 20 years to create a city that is environmentally healthy, economically prosperous, and equitable in opportunity. The pLAN addresses increasing local water and solar energy resources, energy efficiency in new buildings, carbon and climate leadership, waste, and landfills. The City's objectives are to reduce GHG emissions below 1990 baseline by at least 45 percent by 2025, 60 percent by 2035 and 80 percent by 2050. To implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (Ordinance No. 179890). As the Los Angeles Green Building Code includes applicable provisions of the State's CALGreenCode, a new project that can demonstrate it complies with the Los Angeles Green Building Code would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs.

In addition to the above, the project is consistent with the General Plan land use designation and would be an infill development served by existing public transit. As such, the project would not conflict with an applicable plan, policy, or regulation for the purposes of reducing GHG emissions. Impacts would be less than significant and no mitigation is required.

As addressed in this Initial Study, because of the global nature of the climate change problem, most projects will not generate GHG emissions that individually will cause a significant impact on global climate change. Therefore, the analysis of a project's GHG impacts is typically not considered individually but is analyzed against the GHG emissions of existing and proposed projects within the region, State, and ultimately against global emissions and how the emissions can cumulatively affect global climate change. This concept is supported in the various Attorney General, State Clearinghouse, and SCAQMD

publications.²⁶ Further, the proposed project demonstrates consistency with the 2017 Scoping Plan, SCAG's 2020-2045 RTP/SCS, SB 32, and Title 24. The proposed project would not result in a cumulatively considerable impact associated with GHG emissions.

Mitigation Program

No mitigation measures are required.

²⁶ California Governor's Office of Planning and Research, *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review Technical Advisory*, June 2008; South Coast Air Quality Management District, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008; *Center for Biological Diversity v. National Highway Traffic Safety Administration*, 538 F.3d 1172, 1215-1217 [9th Cir. 2008].

4.9 Hazards and Hazardous Materials

This section provides a discussion of existing conditions, potential impacts, and mitigation measures to avoid or minimize the significance of such impacts related to hazards and hazardous materials as a result of the implementation of the project. Information in this section is based on the *Phase I Environmental Site Assessment Report* (ESA) prepared by Terracon (December 2020); the report is included in **Appendix E** of this Initial Study.

Additionally, Kimley-Horn conducted a regulatory database search of the Department of Toxic Substances Control (DTSC) Envirostor website (<http://www.envirostor.dtsc.ca.gov/public/>) and the State Water Resources Control Board's geotracker website (<http://geotracker.waterboards.ca.gov/>). The database search was performed to identify potential new hazardous material-regulated facilities on or near the project site.

Regulatory Setting

The management of hazardous materials is regulated by various federal, State, and local agencies. Federal and State agencies include the U.S. Environmental Protection Agency (U.S. EPA), U.S. Department of Transportation (DOT), California Environmental Protection Agency (Cal EPA), DTSC, California State Water Resources Control Board (SWRCB), Regional Water Quality Control Board (RWQCB), and the California Highway Patrol. Local agencies include the Los Angeles Fire Department which regulates hazardous materials use, storage, and disposal within the City.

Existing Site Conditions

As part of the Phase I ESA, a site reconnaissance was conducted on November 9, 2020, which noted that the project site consists of approximately 0.89-acre tract of land that has been improved with a retail building. Other site improvements include a drive-through canopy and a loading dock associated with the retail building, an asphalt-paved parking lot, and landscaping. The building was unoccupied at time of the Phase I ESA site reconnaissance.

Based on review of historical information, the site was undeveloped land in 1894 and later developed with two residential dwellings with associated residential garages in the late 1910s through the 1930s. The site was redeveloped in the mid-1940s with a multi-tenant commercial property on the north and auto service warehouse building on the eastern portion of the site. Based on review of historical information, the site was formerly occupied by automotive repairing activities, dry cleaning and printing tenants. These buildings appear to have been renovated between 1989 and 2005. The Rite Aid building was constructed in 2005.

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

Less Than Significant Impact. Exposure of the public or the environment to hazardous materials can occur through transportation accidents; environmentally unsound disposal methods; improper handling of hazardous materials or hazardous wastes (particularly by untrained personnel); and/or emergencies, such as explosions or fires. The severity of these potential effects varies by type of activity, concentration and/or type of hazardous materials or wastes, and proximity to sensitive receptors. Project construction is not anticipated to involve the transport, use, creation or disposal of hazardous materials. Small quantities of potentially hazardous substances such as gasoline, diesel fuel, lubricants for machines, and

other petroleum-based products would be used on the project site, mostly during the proposed project's construction phase. Should any unknown contaminated soils or other hazardous materials be discovered and be removed from the project site, the soils/material can be transported only by a licensed hazardous waste hauler in covered containment devices in compliance with all applicable County, State, and federal requirements.

The project proposes a fast-food drive-through restaurant development. It is assumed that use, storage, and transport of any routinely-used hazardous materials would occur in compliance with the established regulatory framework. Therefore, it is not anticipated that the proposed project would not emit hazardous emissions or involve hazardous or acutely hazardous materials, substances, or waste. However, the proposed project could involve the transport and use of materials associated with routine maintenance of the property, such as janitorial supplies for cleaning purposes and/or herbicides and pesticides for landscaping. The types and quantities of materials associated with routine maintenance would not be significant enough to create a reasonable foreseeable upset or accident. All potentially hazardous materials would be used and stored in accordance with applicable federal, State, and local regulations. No uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or would transport, use, or dispose of substantial quantities of hazardous materials. Therefore, no significant impacts related to exposing the public or the environment to significant hazards through the routine transport, use, or disposal of hazardous materials would occur and no mitigation is required.

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

Less Than Significant Impact with Mitigation. According to the DTSC Envirostor database there are no cleanup sites located within 0.25 mile of the project site. According to State Water Resources Control Board Geotracker database, there are off-site four Leaking Underground Storage Tanks (LUSTs) Clean Up Sites within 0.25 mile of the project site, as identified in **Table 4.9-1: LUST and Cleanup Sites**. The cases have been closed for the four LUSTs sites.

Table 4.9-1: LUST and Cleanup Sites			
Category	Address	Status	Case Year
Leaking Underground Storage Tanks Cleanup Sites	1300-1314 N. Highland Ave, Los Angeles	Completed – Case Closed	2003
Leaking Underground Storage Tanks Cleanup Sites	1459 Highland Ave, Hollywood	Completed – Case Closed	1994
Leaking Underground Storage Tanks Cleanup Sites	1411 N. Highland Ave, Los Angeles	Completed – Case Closed	2015
Leaking Underground Storage Tanks Cleanup Sites	6760 Sunset Blvd, Hollywood	Completed – Case Closed	2010
Source: State Water Resources Control Board Geotracker Database, 2022			

There have been previous reports prepared for the project site. A Phase I ESA report prepared by Partner Engineering and Science, Inc. (Partner) in June 2020 identified the presence of waste oil tank from 1945 through the 1970s. Other prior uses on the site including automotive repair, dry cleaning, and printing

activities were considered a recognized environmental constraint (REC) by Partner, and additional studies were required. A Phase II prepared by Partner in July 2020 identified potential impacts of hazardous releases from the former on-site automotive repair activities and dry cleaning and printing tenants. Partner recommended the implementation of a Soil Management Plan as a part of future development. Partner also noted that if a building is proposed above the detected impacted areas, additional sampling or mitigation may be required.

A separate Phase I ESA report, prepared by Terracon, in December 2020 concurred with the previous findings and recommendations from the Partner Phase I and II ESA reports. Based on the report findings and proposed construction and grading activities associated with the proposed project, a Soil Management Plan would be required as part of MM-HAZ-1. MM HAZ-1 would require preparation and submittal of a Soil Management Plan prior to grading and construction activities. The Soil Management Plan would provide guidelines for management of potentially contaminated soils, including field protocols, response actions, transportation, and disposal of contaminated soils. Additionally, documented soil gas concentrations on the site exceed environmental screening levels, representing a potential for vapor migration. As a result, implementation of MM HAZ-2 would be required, which specifies the installation of the soil vapor intrusion mitigation system underneath the proposed Raising Cane's building.

The storage, use, handling, and disposal of any hazardous materials (such as paints and solvents) that might be stored on the site during construction are addressed by federal, State, and local laws, regulations and programs. Compliance with federal, State, and local laws, regulations, and programs would reduce the risk of hazardous material incidents. Therefore, the project would not create a significant hazard to the public or to the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment with mitigation incorporated.

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

No Impact. The nearest school to the project site is Hollywood High School, located at 1521 North Highland Avenue, approximately 0.2 mile to the northwest. The proposed fast-food drive-through restaurant does not propose any uses which could potentially generate hazardous materials in significant quantities that would have an impact to schools. As such, no significant impact would occur and no mitigation is required.

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

Less than Significant Impact. Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the DTSC.²⁷ The Cortese list contains hazardous waste and substance sites including public drinking water wells with detectable levels of contamination, sites with known underground storage tanks (USTs) having a reportable release, solid

²⁷ California, State of, Department of Toxic Substances Control, DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List). Available at: <https://dtsc.ca.gov/dtscs-cortese-list/>. Accessed: May 2, 2022.

waste disposal facilities from which there is a known migration, hazardous substance sites selected for remedial action, historic Cortese sites, and sites with known toxic material identified through the abandoned site assessment program. The Phase I ESA notes that there are 17 sites listed on the Cortese Hazardous Waste and Substance Sites List within 0.5 mile of the project site. However, review of Envirostor and Geotracker databases indicate the project site is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.^{28,29} Therefore, the project would not create a significant hazard to the public or to the environment. Impacts would be less than significant and no mitigation is required.

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

No Impact. The project site is approximately seven miles south of the Hollywood Burbank Airport and eight miles northeast of the Santa Monica Airport. The project is not within the Hollywood Burbank Airport or Santa Monica Airport Influence Areas.^{30,31} Therefore, the project would not result in a safety hazard or excessive noise for people working or visiting the project site. No impact would occur and no mitigation is required.

Threshold (f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. According to the City of Los Angeles Emergency Operations Plan Evacuation Functional Support Annex dated May 2018, primary evacuation routes are major interstates, highways, and primary arterials within the City and County of Los Angeles. Sunset Boulevard, Highland Avenue, U.S.101 and Santa Monica Boulevard would serve as evacuation routes in the event of an extraordinary emergency situation. Project-related construction activities could temporarily impact street access and traffic flow due to roadway improvements and potential extension of construction activities into the rights-of-way for utility connections, resulting in temporary lane closures. While such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans and would be required to comply with City standards for construction activity in a right of way. No road closures are assumed. As such, project implementation would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant and no mitigation is required.

²⁸ Department of Toxic Substance Control. (2021). *Envirostor Database*. Retrieved from <https://www.envirostor.dtsc.ca.gov/public/>. Accessed April 29, 2022.

²⁹ State Water Resources Control Board. (2021). *GeoTracker*. Retrieved from <https://geotracker.waterboards.ca.gov/>. Accessed April 29, 2022.

³⁰ Los Angeles County Airport Land Use Commission. (2003). Santa Monica Airport Influence Area Map. Available at: https://planning.lacounty.gov/assets/upl/project/aluc_airport-santa-monica.pdf. Accessed April 29, 2022.

³¹ Los Angeles County Airport Land Use Commission. (2003). Bob Hope Airport Airport Influence Area. Available at: https://planning.lacounty.gov/assets/upl/project/aluc_airport-burbank.pdf. Accessed May 5, 2022.

Threshold (g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The project is located in an urbanized area of Los Angeles and does not include wildlands or high fire hazard terrain or vegetation. The California Department of Forestry and Fire Protection (CAL FIRE) has mapped fire threat potential throughout California.³² CAL FIRE ranks fire threats based on the availability of fuel and the likelihood of an area burning (based on topography, fire history, and climate). The rankings include no fire threat, moderate, high, and very high fire threats. According to CalFire Fire Hazard Severity Zone Map for Los Angeles County, the project site is in a Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ) zone within a local responsible area. Therefore, the proposed project would not expose people or structures to a risk involving wildland fires. No impact would occur and no mitigation is required.

Mitigation Program

MM HAZ-1 A Soil Management Plan shall be prepared by a qualified professional and submitted to the City of Los Angeles Building Department for review and approval prior to the issuance of a building, grading, or demolition permit. The Soil Management Plan shall address all excavation activities conducted on the project site, and shall be implemented in the event that excavation occurs in an area that may contain contaminants and for situations when contaminants that were not previously identified are suspected or discovered. The Soil Management Plan shall identify appropriate measures to be followed if contaminants are encountered during excavation. The appropriate measures shall identify personnel to be notified, emergency contacts, and a sampling protocol. The excavation and demolition contractors shall be made aware of the possibility of encountering known and unknown hazardous materials, and shall be provided with appropriate contact and notification information. The Soil Management Plan shall include a provision stating at what point it is safe to continue with the excavation, and identify the person authorized to make that determination. Removal, transportation, and disposal of impacted soil or groundwater shall be performed in accordance with applicable federal, State, and local laws, regulations, and ordinances. A soil excavation report would be required to document all remediation activities completed on the project site.

MM HAZ-2 Based on recommendation from the December 2020 Phase I Environmental Site Assessment, a soil vapor intrusion mitigation system (VIMS) shall be shown on building plans and implemented beneath the foundation of the proposed building. The Applicant shall submit design documents for the VIMS for review and approval by the Site Mitigation Unit of the Los Angeles County Fire Department, City of Los Angeles Fire Department, and City of Los Angeles Department of Building and Safety prior to issuance of any permit for demolition, grading, or construction. The VIMS shall be designed in conformance with standard engineering principles and practices. The VIMS shall include a depressurization system that can monitor pressure sensors and send real time notifications if the system

³² California, State of, Department of Forestry and Fire Protection, *California Fire Hazard Severity Zone Viewer*, Available at: <https://egis.fire.ca.gov/FHSZ/>. Accessed April 29, 2022.

fails. Sub-slab vapor and/or soil vapor are required to be sampled periodically to evaluate the need for and the effectiveness of the VIMS. An operation, maintenance, and monitoring (OM&M) plan shall also be prepared for the VIMS. The OM&M plan shall include a contingency plan in the event that monitoring shows that the VIMS is not working as designed. The contingency plan shall include specific measures to correct the problem in a timely manner.

4.10 Hydrology and Water Quality

Kimley Horn and Associates prepared a Technical Hydrology and Hydraulics Memo (February 2022) for the proposed project. The technical memo is summarized below and provided in **Appendix F** of this Initial Study.

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

Less Than Significant Impact. Project impacts related to water quality could occur over three different periods:

- During the earthwork and construction phase, where the potential for erosion, siltation, and sedimentation would be the greatest;
- Following construction, before the establishment of ground cover, when the erosion potential may remain relatively high; and
- After project completion, when impacts related to sedimentation would decrease markedly but those associated with urban runoff would increase.

Urban runoff, both dry and wet weather, discharges into storm drains, and in most cases, flows directly to creeks, rivers, lakes, and the ocean. Polluted runoff can have harmful effects on drinking water, recreational water, and wildlife. Urban runoff pollution includes a wide array of environmental, storm water characteristics depend on site conditions (e.g., land use, impervious cover, and pollution prevention practices), rain events (duration, amount of rainfall, intensity, and time between events), soil type and particle sizes, the amount of vehicular traffic, and atmospheric deposition. Major pollutants typically found in runoff from urban areas include sediments, nutrients, oxygen-demanding substances, heavy metals, petroleum hydrocarbons, pathogens, and bacteria. Most urban storm water discharges are considered non-point sources.

Runoff from the project site flows in a northeast to the southwest direction towards McCadden Place and is captured into an existing drainage inlet located near the Leland Way at McCadden Place intersection. The site has existing storm drain infrastructure designed to capture and treat the existing surface runoff.

Construction

Short-term impacts related to water quality can occur during the earthwork and construction phases when the potential for erosion, siltation, and sedimentation would be the greatest. Additionally, impacts could occur prior to the establishment of ground cover when the erosion potential may remain relatively high. Project construction has the potential to produce typical pollutants, such as nutrients, heavy metals, pesticides and herbicides, and chemicals related to construction and cleaning, waste materials, including wash water, paints, wood, paper, concrete, food container, sanitary wastes, fuel, and lubricants. All hazardous materials are to be stored, labeled and used in accordance with OSHA regulations. These regulations for routine handling and storing of hazardous materials effectively control the potential pollution of stormwater by these materials. Impacts to storm water quality could occur from construction, and associated earth-moving, and increased pollutant loading.

The proposed project would comply with the California Green Building Code which requires new construction projects which disturb less than one acre of land to prevent stormwater runoff pollution

through compliance with local ordinances and implementation of BMPs. As a result, construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles RWQCB through the City's Stormwater Management Division. Further, compliance with the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) ensure pollutant loads from the project site are minimized for downstream receiving waters. The ordinances contain requirements for construction activities and operation of projects to integrate Low Impact Development (LID) practices and standards for stormwater pollution mitigation, and maximize open, green, and pervious space on all projects consistent with the City's landscape ordinance and other related requirements in the City's LID Best Management Practices (BMPs) Handbook.

Compliance would be ensured during the City's building plan review and approval process. These requirements would ensure that potential project impacts related to soil erosion, siltation, and sedimentation remain less than significant and avoid violation to any water quality standards or waste discharge requirements.

Operations

Under existing conditions, the project site is 95 percent impervious and does not promote substantial stormwater infiltration. In the post-development condition, the project site would be approximately 71 percent impervious. The proposed project would result in 9,005 sf of increased pervious area compared to pre-project conditions, thus improving existing stormwater runoff conditions.

Implementation of BMPs would manage and capture stormwater runoff to reduce potential impacts on the County Flood Control District's stormwater drainage system. In order to comply with the new development and redevelopment standards of the Los Angeles County Municipal NPDES Permit (MS4 permit), a Low Impact Development (LID) Plan has been prepared to determine the best capability of the project to use BMPs to manage and capture stormwater runoff. Project implementation would propose new on-site stormwater treatment infrastructure. The stormwater would sheet flow from the northwest to the southeast corner into a proposed catch basin and pipe flow into an underground rainwater cistern for capture and irrigation reuse on site. Capture and reuse was selected as the primary means of treatment due to the existing soil condition having low infiltration rates.

To meet the City of Los Angeles Low Impact Development requirements, the site would have one drainage management area (DMA) encompassing the entire site. The DMA is 38,609 sf with 11,017 sf (29%) of pervious area and 27,592 sf (71%) of impervious area. The DMA would consist of surface runoff from the parking lot, drive aisle, proposed drive through building and drive through lanes. The surface runoff would sheet flow into a proposed drop inlet catch basin at the southeast corner of the site along McCadden Place. The collected surface runoff would flow into the proposed pre-treatment device to remove all debris and trash before entering an underground rainwater cistern located at the southeastern portion of the property. The proposed underground cistern would store the 85th percentile storm event volume to be used for private, on-site irrigation. Stormwater would be held in the cisterns and would be used within seven months. Stormwater in excess of the 85th percentile event would overflow and bubble out of the site onto the existing curb and gutter off McCadden Place and flow south into the existing public drainage system per the existing conditions.

Further, the proposed project would incorporate source control measures designed to prevent pollutants from mixing into stormwater runoff or prevent discharge of contaminated stormwater runoff to the storm drain system as defined in the City of Los Angeles Low Impact Development BMP Handbook.

All new development is required to comply with existing water quality standards and waste discharge regulations set forth by the Los Angeles RWQCB. The proposed project would comply with these regulations. Waste discharges are to be connected to the public wastewater system. Therefore, the project would not violate any water quality standards or waste discharge requirements. Impacts would be less than significant and no mitigation is required.

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

Less Than Significant Impact. The Los Angeles Department of Water and Power (LADWP) provides water service in the City. Over the last five years, local groundwater supply sources provided approximately 8 percent of the total water supply for the City and since 1970 has provided up to 23 percent of the total supply in drought years when imported supplies become impacted.³³ The City owns water rights in the San Fernando, Sylmar, Eagle Rock, Central, and West Coast Basins. All basins have been adjudicated by California courts and are governed by judicial decrees. Total groundwater supply entitlement is 109,809 acre-feet per year. The proposed project is an in-fill development project, and would replace an existing commercial retail use with a similar commercial restaurant use. Water demand is not anticipated to change from existing conditions. The proposed project would incorporate LID and BMP measures and increase the amount of pervious surfaces on the project site.

Infiltration was not deemed a feasible method for water quality treatment; therefore, the proposed project would use rainwater cisterns for capture and reuse. The project site would remain a commercial use, reduce the development footprint, and increase the amount of pervious surfaces on the project site. Therefore, the project would not significantly impact local groundwater recharge. Impacts would be less than significant and no mitigation is required.

Threshold (c.i.) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site? and

Threshold (c.ii.) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. A significant impact would occur if the proposed project would substantially alter the drainage pattern of the site or area, including through the alteration of the course of a stream

³³ Los Angeles Department of Water and Power. 2020 Urban Water Management Plan, Available at: <https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyv/~edisp/opladwpccb762836.pdf>, Accessed: May 2, 2022.

or river, such that erosion or siltation would result. The proposed project does not contain nor is adjacent to a stream or river. The project site is already developed and surrounded by urban development. Further, the proposed project would not result in a significant change to the site's drainage pattern. The proposed project would include one drainage management area (DMA) totaling 38,609 sf, with 11,017 sf pervious area and 27,592 impervious area. The DMA would consist of surface runoff from the parking lot, drive aisle, proposed drive through building and drive through lanes. The surface runoff would sheet flow into a proposed drop inlet catch basin at the southeast corner of the site along McCadden Place. The collected surface runoff would be treated prior to entering an underground rainwater cistern. Stormwater in excess of the 85th percentile event would overflow and bubble out offsite onto the existing curb and gutter off McCadden Place and flow south into the existing public drainage system per the existing conditions. The project would not substantially change the volume of stormwater runoff in a manner that would result in flooding on- or off-site. Therefore, the proposed project would result in less than significant impacts related to the alteration of drainage patterns and on-site or off-site flooding.

Threshold (c.iii.) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. The project would not alter the existing drainage pattern of the site or area. The City is primarily built out and contains an existing storm water drainage system. Runoff from the project site would be captured and reuse, and eventually discharged into existing storm drain facilities. Therefore, the project would not require construction of new storm drain facilities. During construction, the construction plans would be reviewed along with supporting hydrology reports and calculations and the project would be required to comply with NPDES requirements, as well as LAMC Section 91.7013 (Erosion Control and Drainage Devices) to ensure that any potential impacts associated with runoff and water quality during grading and construction of the project would be reduced to a less than significant level. Therefore, impacts would be less than significant and no mitigation is required.

Threshold (c.iv.) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

No Impact. The project would not change on-site or off-site drainage patterns. The project site is not located in a 100-year hazard flood zone area. Based on the Flood Insurance Rate Map (FIRM) 06037C1605F, the project site is within Zone X, which is classified as an area of minimal flood hazard located outside the special flood hazard area and higher than the elevation of the 0.2 percent change flood.³⁴ The project site is not subject to flooding and would not impede or redirect flood flows. No impacts would occur and no mitigation is required.

³⁴ FEMA. Flood Insurance Rate Map 06037C1665F. <https://msc.fema.gov/portal/#>. Accessed May 5, 2022.

Threshold (d) In flood hazard, tsunami, or seiche zones, would the project risk the release of pollutants due to project inundation?

No Impact. As addressed under threshold c.iv), the project site is not in a flood zone. According to the California Geologic Survey Tsunami Inundation Map for Emergency Planning, the project site is not within a coastal area and therefore not subject to impacts associated with inundation by tsunami. There are no water bodies nearby that would be capable of producing standing waves during a seismic event (seiche). Since the site is not in a flood, tsunami, or seiche zone, no impacts would occur and no mitigation is required.

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

Less Than Significant Impact. As discussed under threshold a), the project would comply with water quality standards and provisions. In 2014, the State adopted the California Sustainable Groundwater Management Act, which provides authority for agencies to develop and implement groundwater sustainability plans or alternative plans that demonstrate the sustainable management of water basins.³⁵

The LADWP 2020 Urban Water Management Plan (UWMP) concludes that water demands can be met by available supplies under all hydrologic scenarios, including single and multiple-dry year conditions. The proposed project is an in-fill development and would not result in substantially increase in demand for water supplies. LADWP would continue to comply with SB X7-7 water reduction requirements. Further, LADWP is continuing to achieve a 22.5 percent per capita water use reduction by 2025 via conservation planning efforts. Compliance SB X7-7 reduction targets would reduce any project-related impacts on sustainable groundwater management plans. Impacts are less than significant and no mitigation is required.

Mitigation Program

No mitigation measures are required.

³⁵ State Water Resources Control Board. Sustainable Groundwater Management Act.
https://www.waterboards.ca.gov/water_issues/programs/gmp/sgma.html. Accessed May 5, 2022.

4.11 Land Use and Planning

Threshold (a) Would the project physically divide an established community?

No Impact. Examples of projects that can physically divide an established community include a new freeway or highway that traverses an established neighborhood. The project site is within an urbanized and established area of the City of Los Angeles. The project site is located off Sunset Boulevard within a high density urban environment. The proposed project is an in-fill development that would allow for a fast food restaurant with drive-through consistent with the land use designations for the project site. The project does not propose any new streets or other physical barriers that could physically divide an established community. Given the location and nature of the proposed project, the project would not physically divide established communities. No impact would occur and no mitigation is required.

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

Less Than Significant Impact. The proposed project is subject to the land use policies outlined in the City of Los Angeles Hollywood Community Plan area. A legal challenge to the 2012 Hollywood Community Plan update reverted the land use plan back to the 1988 Hollywood Community Plan. The update to the Hollywood Community Plan was recommended for approval by Planning Commission in March 2021. At the time of writing, the City Council has not taken action on the 2021 update.

The project site has a land use designation of Regional Commercial Center and Low Medium II Residential. The southernmost parcel (APN 554-7022-025) has a designation of residential. This parcel has never been developed with a residential use and was previously used for access and parking for the Rite Aid building. The proposed project would construct a fast-food restaurant with drive-through and would be consistent with the Regional Commercial Center land use designation. **Table 4.11-1: General Plan Consistency Analysis** demonstrates the proposed project's consistency with General Plan policies.

As discussed in Table 4.11-1, the proposed project would be consistent with or otherwise would not conflict with the identified goals and policies of the Hollywood Community Plan Update. Therefore, the proposed project would not conflict with any land use plan, policy, or regulation adopted to mitigate an environmental effect. Impacts would be less than significant and no mitigation is required.

Mitigation Program

No mitigation measures are required.

Table 4.11-1: General Plan Consistency Analysis

Land Use Element	
Policy LU 8.2 Balance Jobs and Housing – Encourage a balance of jobs and housing growth in the Regional Center	Consistent. The proposed project would introduce a restaurant with drive-through use within the Hollywood Community Plan area. The project would provide jobs in the area. The approved, future Crossroads Hollywood Mixed Use development project is located across Sunset Boulevard, which contains residential, commercial, and office uses. The proposed project would provide jobs near future housing opportunities in the Hollywood area.
Policy LU 9.1 Jobs and Housing Near Transit - Incentivize jobs and housing growth around transit nodes and along transit corridors.	Consistent. The project would employ approximately 50 people. The project site is located near mass transit including Metro Bus lines along Highland Avenue, which is approximately 200 feet west of the project site. In addition, the Hollywood/Highland Metro subway station is 0.3-mile northwest of the project site. The proposed project would provide jobs near transit.
Policy LU 9.4 Alternative Modes of Transportation – Consider neighborhood-serving uses, shared mobility options, bicycle parking, bicycle lockers, and other vehicle trip reducing features	Consistent. The proposed project includes both short term bike racks for patrons and bicycle lockers for employees, thereby supporting alternative modes of transportation.
Policy LU 11.4 Conserve Water – Support policies which conserve water, recharge local groundwater aquifers, and reduce pollution of water resources.	Consistent. The proposed project would include LID measures to conserve and capture storm water. Runoff would be collected via a stormwater device for pre-treatment to remove all debris and trash before entering an underground rainwater cistern located on the southeastern portion of the property. The proposed underground cistern would store the 85 th percentile storm event volume to be used for private, on-site irrigation. The project would conserve water and use captured runoff for irrigation.
Policy LU 11.2 Green Building – Encourage development to use clean, efficient, renewable materials and green building policies.	Consistent. The proposed project would comply with all Title 24 standards, which require energy conservation features in new construction (e.g., high-efficiency lighting, high-efficiency heating, ventilating, and air-conditioning (HVAC) systems, thermal insulation, double-glazed windows, water conserving plumbing fixtures). The project would comply with green building goals.

4.12 Mineral Resources

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

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

No Impact. The project site has not historically been used for mineral resource extraction and is not currently used for mineral recovery. The project site is not located within a MRZ-2 Area, an Oil Drilling/Surface Mining Supplemental Use District, or an Oil Field/Drilling Area.³⁶ No mineral resources are known to exist beneath the project site. As such, the project would have no impacts associated with the loss of availability of a known mineral resource. Further, the proposed project does not involve any use that would result in any impacts to mineral resources. Therefore, there would be no loss of a known mineral resource and no impact would occur.

Mitigation Program

No mitigation measures are required.

³⁶ Los Angeles County Department of Public Works, Los Angeles County Bicycle Master Plan, Figure 3.8-2 Mineral Resources and Oil Fields in East Los Angeles County, Available at: http://dpw.lacounty.gov/pdd/bikepath/bikeplan/docs/3.8_Mineral_Resources.pdf, Accessed May 3, 2022.

4.13 Noise

A noise analysis was prepared by Kimley-Horn and Associates, Inc. (Kimley-Horn, 2022) for the proposed project. The noise analysis results are summarized in this Initial Study and are included as **Appendix G**.

Background

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

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

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise as well as the time of day when the noise occurs. For example, the equivalent continuous sound level (L_{eq}) is the average acoustic energy content of noise for a stated period of time; therefore, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. The Day-Night Sound level (L_{dn}) is a 24-hour average L_{eq} with a 10 dBA “weighting” added to noise during the hours of 10:00 PM to 7:00 AM to account for noise sensitivity in the nighttime. The Community Noise Equivalent Level (CNEL) is a 24-hour average L_{eq} with a 10 dBA weighting added to noise during the hours of 10:00 PM to 7:00 AM and an additional 5 dBA weighting during the hours of 7:00 PM to 10:00 PM to account for noise sensitivity in the evening and nighttime.

Existing Setting

The project would involve the demolition of a 15,974 sf Rite Aid retail building and construction of a fast-food restaurant with a drive-through. The project site fronts onto Sunset Boulevard in a highly urbanized and dense environment. Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise in the area. Most of the existing mobile noise in the project area is generated from vehicles along surrounding roadways, primarily Sunset Boulevard as well as by McCadden Place. The primary sources of stationary noise are urban activities (i.e., mechanical equipment, parking areas, and pedestrians). The noise associated with these sources may represent a single-event noise occurrence, or a short-term or long-term/continuous noise.

Noise-Sensitive Receptors. Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are considered

sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses. Noise-sensitive uses near the project site include the single-family residence (1428 McCadden Place) and Artiste Apartments (6731 Leland Way) to the south, and Hollywood Center Motel located east of the project site (6720-6722 Sunset Boulevard).

Regulatory Setting

California Government Code. California Government Code Section 65302(f) mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of “normally acceptable,” “conditionally acceptable,” “normally unacceptable,” and “clearly unacceptable” noise levels for various land use types. Single-family homes are “normally acceptable” in exterior noise environments up to 60 CNEL and “conditionally acceptable” up to 70 CNEL. Multiple-family residential uses are “normally acceptable” up to 65 CNEL and “conditionally acceptable” up to 70 CNEL. Schools, libraries, and churches are “normally acceptable” up to 70 CNEL, as are office buildings and business, commercial, and professional uses.

California Code of Regulations, Title 24. The State’s noise insulation standards are codified in the California Code of Regulations, Title 24: Part 1, Building Standards Administrative Code, and Part 2, California Building Code. These noise standards are applied to new construction in California for interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new multi-family residential buildings, the acceptable interior noise limit for new construction is 45 dBA CNEL.

City of Los Angeles General Plan. The Noise Element of the Los Angeles City General Plan (Noise Element) provides guidance for the control of noise to protect residents, workers, and visitors from potentially adverse noise impacts. Its primary goal is to regulate long-term noise impacts to preserve acceptable noise environments for all types of land uses. The Noise Element defers regulation of temporary, point-source noises such as construction activities to the City’s Municipal Code Noise Ordinance. With regard to long-term noise impacts, the Noise Element contains stated goals, objectives, policies, and implementation programs for noise control. The Hollywood Community Plan, as part of the General Plan Land Use Element, also contains several policies regarding noise control specifically targeted toward entertainment venues and commercial rooftop uses (i.e. rooftop bars). The proposed project does not provide for commercial rooftop uses and is not an entertainment venue, therefore noise control policies in the Hollywood Community Plan do not apply to the project.

City of Los Angeles Municipal Code. The City has regulations to control unnecessary, excessive, and annoying noise, as set forth in the City’s Noise Ordinance (Chapter XI, Noise Regulation, of the Los Angeles Municipal Code [LAMC]). The City’s Noise Ordinance establishes acceptable ambient sound levels to regulate intrusive noises (e.g., stationary mechanical equipment and vehicles other than those traveling on public streets) within specific land use zones and provides procedures and criteria for the measurement

of the sound level of noise sources. These procedures recognize and account for differences in the perceived level of different types of noise and/or noise sources.

LAMC Section 111.02 (Sound Level Measurement Procedure and Criteria) provides procedures and criteria for the measurement of the sound level of “offending” noise sources. According to the LAMC, a noise level increase of 5 dBA over the existing average ambient noise level at an adjacent property line is considered a noise violation. LAMC Section 112.01 (Radios, Television Sets, and Similar Devices) prohibits noise from any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area or that exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than 5 dBA.

LAMC Section 112.02 (Air Conditioning, Refrigeration, Heating, Pumping, Filtering Equipment) limits increases in noise levels from air conditioning, refrigeration, heating, pumping and filtering equipment. Such equipment may not be operated in such manner as to create any noise which would cause the noise level on the premises of any other occupied property, or, if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than 5 dBA.

LAMC Section 112.05 sets a maximum noise level for construction equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone. Compliance with this standard is required only where “technically feasible.”³⁷

LAMC Section 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) prohibits construction between the hours of 9:00 PM and 7:00 AM, Monday through Friday, 6:00 PM and 8:00 AM on Saturdays, and at any time on Sunday (i.e., construction is allowed Monday through Friday between 7:00 AM to 9:00 PM; and Saturdays and national holidays between 8:00 AM to 6:00 PM).

LAMC Section 113.01 (Rubbish and Garbage Collection and Disposal) prohibits collecting or disposing of rubbish or garbage, to operate any refuse disposal truck, or collecting, loading, picking up, transferring, unloading, dumping, discarding, or disposing of any rubbish or garbage, as such terms are defined in Section 66.00 of LAMC, within 200 feet of any residential building between the hours of 9:00 PM and 6:00 AM of the following day, unless a permit therefore has been duly obtained beforehand from the Board of Police Commissioners.

City of Los Angeles CEQA Threshold Guide. The City created the Los Angeles CEQA Thresholds Guide (Thresholds Guide) to help evaluate potential noise impacts of a project. The adopted noise standards in the Thresholds Guidelines are based, in part, on the community noise compatibility guidelines established by the State Office of Planning and Research (OPR) for use in assessing the compatibility of various land use types with a range of noise levels. These guidelines are set forth in the Thresholds Guide in terms of the CNEL. CNEL guidelines for specific land uses are classified into four categories: (1) “normally

³⁷ In accordance with Section 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools), “technically feasible” means that the established noise limitations can be complied with at a project site, with the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques employed during the operation of equipment

acceptable,” (2) “conditionally acceptable,” (3) “normally unacceptable,” and (4) “clearly unacceptable.” As identified in **Table 4.13-1: City of Los Angeles Land Use Compatibility for Community Noise**, the normally acceptable exterior noise level range for residential multi-family residential uses is 50 to 65 dB CNEL, and 50 to 60 dB CNEL for residential single-family, duplex, and mobile home uses within the City. An interior noise standard of 45 dB CNEL for any habitable room is also in the Thresholds Guide.

Table 4.13-1: City of Los Angeles Land Use Compatibility for Community Noise				
Land Use Category	Community Noise Exposure (CNEL dB)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Single Family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 70
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging - Motels, Hotels	50 - 65	60 - 70	70 - 80	above 80
Auditoriums, Concert Halls, Amphitheaters	-	50 - 70	-	above 65
Sports Arena, Outdoor Spectator Sports	-	50 - 75	-	above 70
Playgrounds, Neighborhood Parks	50 - 70	-	67 - 75	above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	-	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	-
Industrial, Manufacturing, Utilities, Agriculture	50 - 70	70 - 80	above 75	-
Notes: <u>Normally Acceptable:</u> Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements. <u>Conditionally Acceptable:</u> New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. <u>Normally Unacceptable:</u> New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. <u>Clearly Unacceptable:</u> New construction or development should generally not be undertaken.				
Source: City of Los Angeles, L.A. CEQA Thresholds Guide, 2006				

The Thresholds Guide also identifies the following criteria to evaluate construction noise:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA L_{eq} or more at a noise sensitive use;
- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA L_{eq} or more at a noise sensitive use; or
- Construction activities would exceed the ambient noise level by 5 dBA L_{eq} at a noise sensitive use between the hours of 9:00 PM and 7:00 AM Monday through Friday, before 8:00 AM or after 6:00 PM on Saturday, or at any time on Sunday.

Noise Measurements

To quantify existing ambient noise levels in the project area, Kimley-Horn conducted four short-term (10-minute) measurements on January 21, 2022, and one long-term noise measurement (72 hours in

duration) starting on January 21, 2022 and ending January 24, 2022; see Appendix G: Noise Data. The noise measurement sites are representative of typical existing noise exposure within and immediately adjacent to the project site. The 10-minute daytime measurements were taken between 8:29 AM and 9:50 AM. Measurements of L_{eq} are considered representative of the noise levels throughout the day. The average noise levels and sources of noise measured at each location are listed in **Table 4.13-2: Existing Noise Measurements**.

Sensitive Receptors

Noise exposure standards and guidelines for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Residences, hospitals, schools, guest lodging, libraries, and churches are treated as the most sensitive to noise intrusion and therefore have more stringent noise exposure targets than do other uses, such as manufacturing or agricultural uses that are not subject to impacts such as sleep disturbance. Sensitive receptors near the project site are shown in **Table 4.13-3: Sensitive Receptors**.

Table 4.13-3: Sensitive Receptors	
Receptor Description	Distance and Direction from Project Site
Single-Family Residential Dwelling: 1428 McCadden Place	Immediately south of project site
Hollywood Center Motel: 6720-6722 Sunset Boulevard	Immediately east of project site
The Artiste Apartments: (6731 Leland Way)	50 ft south of project site boundary
Source: Google Earth, 2022.	

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

Less Than Significant Impact.

Construction Noise. Construction noise represents a short-term impact on ambient noise levels. Noise generated by equipment for demolition and construction equipment, including trucks, graders, bulldozers, concrete mixers and portable generators can reach high levels. Construction activities on the project site would expose existing noise-sensitive uses would be exposed to increased noise levels. In typical construction projects, such as the proposed project, the loudest noise generally occurs during grading activity because it involves the largest equipment. Maximum noise levels generated by construction equipment are identified in **Table 4.13-4: Typical Construction Noise Levels**. It should be noted that the noise levels identified in the table are maximum sound levels (L_{max}), which are the highest individual sound occurring at an individual time period. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Table 4.13-4: Typical Construction Noise Levels	
Equipment	Typical Noise Level (dBA) at 50 Feet From Source
Air Compressor	80
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Mobile	83
Dozer	85
Generator	82
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	80
Paver	85
Pneumatic Tool	85
Pump	77
Roller	85
Saw	76
Scraper	85
Shovel	82
Truck	84
Source: Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Manual</i> , September 2018.	

Construction noise levels would be noticeable at the adjacent residential uses and other properties in the project vicinity. However, due to the variability of construction activities and equipment for the project, overall construction noise levels would be intermittent and would fluctuate over time. Therefore, actual construction-related noise activities would be lower than the conservative levels shown in the table and would cease upon completion of construction. In addition, the noise levels assume that construction noise is constant, when, in fact, construction activities and associated noise levels would fluctuate and generally be brief and sporadic, depending on the type, intensity, and location of construction activities.

Following the Federal Transit Authority's (FTA) methodology for quantitative construction noise assessments, the Federal Highway Administration's (FHWA's) Roadway Construction Noise Model (RCNM) was used to predict construction noise at the nearest noise-sensitive receptors (i.e., the residential uses immediately to the south of the project site) consistent with the methodologies in the FTA *Transit Noise and Vibration Impact Assessment Manual* (September 2018) (FTA Noise and Vibration Manual). **Table 4.13-5: Project Construction Noise Levels** identifies the estimated exterior construction noise levels at the nearest receptors to the south of the project site. Following FTA methodology, when calculating construction noise, all equipment is assumed to operate at the center of the project site, as equipment

would operate throughout the project site and not at a fixed location for extended periods of time. Therefore, the distances used in the RCNM model were 130 feet and 175 feet for the nearest residential uses located to the south of the project construction area.

Table 4.13-5: Project Construction Noise Levels										
Construction Phase	Receptor Location			L.A. CEQA Guidelines			LAMC Section 112.05			
	Land Use	Direction	Distance (feet) ¹	Unmitigated Worst Case Modeled Exterior Noise Level (dBA L _{eq})	Noise Threshold (dBA L _{eq}) ²	Exceeded?	Noise Level at 50 feet (dBA L _{eq}) ³	Noise Threshold at 50 feet (dBA L _{eq}) ⁴	Exceeded?	
Demolition	Residential	South	130	67.9	75.3	No	66.2	75	No	
	Residential	South	175	65.3	75.3	No				
Site Preparation	Residential	South	130	67.3	75.3	No	65.6		No	
	Residential	South	175	64.7	75.3	No				
Grading	Residential	South	130	68.3	75.3	No	66.6		No	
	Residential	South	175	65.7	75.3	No				
Building Construction	Residential	South	130	68.1	75.3	No	66.4		No	
	Residential	South	175	65.5	75.3	No				
Paving	Residential	South	130	66.8	75.3	No	65.1		No	
	Residential	South	175	64.2	75.3	No				
Architectural Coating	Residential	South	130	57.4	75.3	No	55.7		No	
	Residential	South	175	54.8	75.3	No				
<div>1. Per the methodology described in the FTA Noise and Vibration Manual (September 2018), distances are measured from the property line of the nearest receptors to the center of the Project construction site.</div> <div>2. The L.A. CEQA Guidelines states that construction activities lasting more than 10 days in a three-month would exceed existing ambient exterior noise levels by 5 dBA L_{eq} or more at a noise sensitive use. Therefore, the construction noise threshold represents the nearest measured short-term ambient noise level (see ST-3 in Table 2) plus 5 dBA.</div> <div>3. Noise calculations include a 10 dBA noise reduction from the use of mufflers in accordance with California Vehicle Code Section 21750(a).</div> <div>4. Section 112.05 of the LAMC sets a maximum noise level for construction equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone.</div>										
Source: Federal Highway Administration, <i>Roadway Construction Noise Model</i> , 2006. Refer to Appendix G: RCNM Modeling Results for noise modeling results.										

As indicated in the table, project construction noise would be below the City of Los Angeles CEQA noise threshold (existing ambient noise level plus 5 dBA) at the nearest residential uses and would also not exceed the LAMC Section 112.05 threshold of 75 dBA at 50 feet for construction equipment with the application of mufflers in accordance with California Vehicle Code Section 21750(a). In addition, construction-related noise would be temporary and would not result in a permanent increase in ambient noise levels in the area. Construction activities would also be prohibited between the hours of 9:00 PM and 7:00 AM, Monday through Friday, and 6:00 PM to 8:00 AM on Saturdays, and at any time on Sunday. The City's permitted hours of construction are required in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant impact. Therefore, construction noise impacts would be less than significant following compliance with the allowable construction hours and provisions in the LAMC.

Operational Noise: On-Site Operations

The project proposes to operate a Raising Cane's restaurant with drive-through access and walk-up ordering with an outdoor seating area. The primary noise sources associated with the proposed Raising Cane's restaurant would consist of drive-through operations (i.e., sound from the ordering intercom and vehicles idling/queuing in the drive-through lanes), parking lot noise, outdoor dining, and mechanical equipment. A discussion of each of these project noise sources is provided below.

Drive-Thru Operations. The proposed restaurant would be open daily between 9:00 AM and 3:30 AM. Two drive-through menu boards and intercoms would be located to the south of the proposed restaurant building in the southeastern portion of the project site. Project noise sources from drive-through operations include amplified speech from the intercom, idling vehicles, vehicles circulating along the drive-through lanes. The measured noise level associated with active drive-through operations is 64 dBA at a distance of 20 feet.³⁸ The residential properties to the southeast (6731 Leland Way) and south (1428 McCadden Place) are approximately 85 feet and 90 feet, respectively, from the closest menu board and intercom, and as close as 20 feet from the drive-through lane/queuing area.

Parking Lot Noise. The instantaneous maximum sound levels from parking lot activities (e.g., a car door slamming, engine starting up, and car pass-bys) range from 53 to 61 dBA³⁹ and may be an annoyance to adjacent noise-sensitive receptors. Conversations in parking areas may also be an annoyance to adjacent sensitive receptors. Sound levels of speech typically range from 33 dBA at 50 feet for normal speech to 50 dBA at 50 feet for very loud speech.⁴⁰ Parking lot noise would occur at the proposed surface parking lot as close as approximately ten feet from the single-family residential property to the south of the site.

Mechanical Equipment. The project would include HVAC units located on the rooftop of the restaurant building. Mechanical equipment (e.g., HVAC equipment) typically generates noise levels of approximately 52 dBA at 50 feet.⁴¹ Rooftop HVAC equipment would be positioned as close as 100 feet from the single-family residential property to the south of the project site.

Combined Exterior Noise Levels. Exterior noise levels associated with drive-through operations, parking lot noise, and mechanical equipment were modeled with the SoundPLAN software. SoundPLAN allows computer simulations of noise situations and creates noise contour maps using reference noise levels, topography, point and area noise sources, mobile noise sources, and intervening structures. Inputs to the SoundPLAN model included ground topography and ground type, noise source locations and heights, receiver locations, and sound power level data. The SoundPLAN run for project operations conservatively assumes the simultaneous operation of all on-site noise sources.

Using the input data described above, SoundPLAN was used to calculate noise levels at the nearest sensitive receptors bordering the project site. It should be noted that predicted noise levels are conservative estimates because it assumes that all equipment and operational activity at the project site would occur in a constant, simultaneous manner. In reality, it is anticipated that these noise sources would

³⁸ Drive-thru noise sample collected at Raising Cane's restaurant by Kimley-Horn on August 17, 2018.

³⁹ Kariel, H. G., *Noise in Rural Recreational Environments*, Canadian Acoustics 19(5), 3-10, 1991.

⁴⁰ Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden. *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, June 26, 2015.

⁴¹ Ibid.

occur intermittently throughout the day and night (except for rooftop HVAC which would operate in a steady-state manner). The modeled noise levels for the project are identified in **Table 4.13-6: Modeled Noise Levels**.

Table 4.13-6: Modeled Noise Levels									
Receptor No.	Land Use	Modeled Noise Level: Daytime (dBA Leq)				Modeled Noise Level: Nighttime (dBA Leq)			
		1st Floor	2nd Floor	3rd Floor	4th Floor	1st Floor	2nd Floor	3rd Floor	4th Floor
1	Commercial	40.4	43.5	-	-	39.4	42.9	-	-
2	Nursery	41.7	-	-	-	40.8	-	-	-
3	Office	47.3	-	-	-	47.2	-	-	-
4	Office	36.4	-	-	-	36.1	-	-	-
5	Hotel	55.0	-	-	-	54.9	-	-	-
6	Residential	57.1	-	-	-	57.0	-	-	-
7	Residential	49.0	-	-	-	48.8	-	-	-
8	Residential	45.5	51.3	51.4	51.3	45.3	51.1	51.3	51.2
9	Residential	45.9	51.9	52.3	51.7	45.7	51.8	52.1	51.5
10	Residential	47.2	53.2	53.5	53.5	47.0	53.0	53.3	53.2
11	Office	47.4	-	-	-	46.8	-	-	-
12	Office	51.3	-	-	-	50.4	-	-	-
13	Commercial	49.3	-	-	-	48.5	-	-	-
14	Commercial	48.5	-	-	-	47.5	-	-	-
Source: SoundPLAN Essential version 5.1. See Appendix G for noise modeling data and results.									

Project-generated noise levels at the surrounding uses would range from 36.4 dBA to 57.1 dBA at first floor receptors, 43.5 dBA to 53.2 dBA at second floor receptors, 51.4 dBA to 53.5 dBA at third floor receptors, and 51.3 dBA to 53.5 dBA during daytime hours (Table 4.13-6). During nighttime hours, noise levels at the surrounding uses would range from 36.1 dBA to 57.0 dBA at first floor receptors, 42.9 dBA to 53.0 dBA at second floor receptors, 51.3 dBA to 53.3 dBA at third floor receptors, and 51.2 dBA to 53.2 dBA in the project vicinity.

Table 4.13-7: Composite Project Operational Noise identifies project noise levels from all sources combined with existing ambient levels. As previously addressed, LAMC Section 111.02 (Sound Level Measurement Procedure and Criteria) provides procedures and criteria for the measurement of the sound level of “offending” noise sources. According to LAMC Section 111.02, a noise level increase of 5 dBA over the existing average ambient noise level at an adjacent property line is considered a noise violation. Table 4.13-7 shows that the maximum increase in ambient noise levels from the project would be 1.9 dBA during the daytime and 4.2 dBA during the nighttime at the surrounding properties and would therefore not exceed the City’s 5 dBA increase threshold set forth in LAMC Section 111.02. In addition, the project would comply with LAMC Sections 112.02 and 66.00 regarding HVAC equipment noise levels and trash/refuse collection. Therefore, impacts would be less than significant and no mitigation is required.

Table 4.13-7: Composite Project Operational Noise

Receptor No.	Land Use	Daytime					Nighttime				
		Ambient Noise Level (dBA Leq) ¹	Maximum Project Operational Noise Level	Ambient + Project (dBA Leq)	Increase Over Ambient (dBA Leq)	Increase Exceeds ≥ 5 dBA? ²	Ambient Noise Level (dBA Leq) ³	Maximum Project Operational Noise Level	Ambient + Project (dBA Leq)	Increase Over Ambient (dBA Leq) ²	Increase Exceeds ≥ 5 dBA? ²
1	Commercial	77.5	43.5	77.5	0.0	No	54.8	42.9	55.1	0.3	No
2	Nursery	77.5	41.7	77.5	0.0	No	54.8	40.8	55.0	0.2	No
3	Office	65.1	47.3	65.2	0.1	No	54.8	47.2	55.5	0.7	No
4	Office	65.1	36.4	65.1	0.0	No	54.8	36.1	54.9	0.1	No
5	Hotel	65.1	55.0	65.5	0.4	No	54.8	54.9	57.9	3.1	No
6	Residential	65.1	57.1	65.7	0.6	No	54.8	57.0	59.0	4.2	No
7	Residential	56.0	49.0	56.8	0.8	No	54.8	48.8	55.8	1.0	No
8	Residential	56.0	51.4	57.3	1.3	No	54.8	51.3	56.4	1.6	No
9	Residential	56.0	52.3	57.5	1.5	No	54.8	52.1	56.7	1.9	No
10	Residential	56.0	53.5	57.9	1.9	No	54.8	53.3	57.1	2.3	No
11	Office	73.9	47.4	73.9	0.0	No	54.8	46.8	55.4	0.6	No
12	Office	73.9	51.3	73.9	0.0	No	54.8	50.4	56.1	1.3	No
13	Commercial	77.5	49.3	77.5	0.0	No	54.8	48.5	55.7	0.9	No
14	Commercial	77.5	48.5	77.5	0.0	No	54.8	47.5	55.5	0.7	No

1. The nearest measured ambient daytime noise level was selected for each receptor. See Table 2 and Exhibit 2 for noise measurement results and locations, and Appendix G for SoundPLAN receptor locations.
2. According to Section 111.02 of the LAMC, a noise level increase of 5 dBA over the existing average ambient noise level at an adjacent property line is considered a noise violation.
3. The measured nighttime ambient noise level of 54.8 dBA Leq from LT-1 (see Table 2) was conservatively used to analyzed nighttime noise impacts for all modeled receptors.

Source: SoundPLAN Essential version 5.1. See Appendix A for noise modeling data and results.

Off-Site Traffic Noise

In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable. Traffic volumes on project area roadways would have to approximately double for the resulting traffic noise levels to generate a 3-dBA increase.⁴² The proposed restaurant would not enough to double the existing traffic volumes on Sunset Boulevard or North Highland Avenue⁴³ (the main roadways that would serve the project site). Therefore, the proposed project would not generate enough traffic to result in a noticeable 3-dBA increase in ambient noise levels. Impacts would be less than significant.

Threshold (b) Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located near a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The FTA has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 in/sec) appears to be conservative. The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.50 in/sec is considered safe and would not result in any construction vibration damage. This evaluation uses the FTA architectural damage criterion for continuous vibrations at non-engineered timber and masonry buildings of 0.2 inch-per-second peak particle velocity (PPV) and human annoyance criterion of 0.4 inch-per-second PPV in accordance with Caltrans guidance.⁴⁴

Table 4.13-8: Typical Vibration Levels for Construction Equipment lists vibration levels at 25 feet for typical construction equipment. The groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in **Table**

⁴² According to the California Department of Transportation, *Technical Noise Supplement to Traffic Noise Analysis Protocol* (September 2013), it takes a doubling of traffic to create a noticeable (i.e., 3 dBA) noise increase.

⁴³ Based on the *Los Angeles GeoHub Traffic Counts* posted on the City's website, <https://geohub.lacity.org/datasets/a27ad0d462f74efb92bfa230e5f64239/explore?location=34.092010%2C-118.359768%2C13.73>, accessed February 1, 2022.

⁴⁴ California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, Table 20, April 2020.

4.13-8, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.003 to 0.210 inches per second peak particle velocity (in/sec PPV) at 25 feet from the source of activity.

Table 4.13-8: Typical Construction Equipment Vibration Levels	
Equipment	Peak Particle Velocity at 25 Feet (in/sec)
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer/Tractors	0.003
Source: Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Manual</i> , September 2018.	

The concentration of construction activities would occur at least 25 feet from the nearest off-site structures to the south, southeast, and east of the project site. As shown in **Table 4.13-8**, at 25 feet, construction equipment vibration velocities could reach approximately 0.089 in/sec PPV, which is below the FTA's 0.20 PPV threshold and Caltrans' 0.4 in/sec PPV threshold for human annoyance. It is also acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to the nearest off-site structure. Additionally, once operational, the project would not be a source of groundborne vibration. Therefore, vibration impacts associated with the proposed project would be less than significant.

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

No Impact. The project site is approximately seven miles south of the Hollywood Burbank Airport and eight miles northeast of the Santa Monica Airport. The project site is not within close vicinity to any airstrips or within an airport land use plan. Project implementation would not result in exposure of people residing or working in the project area to excessive or high noise impact levels due to the distance to the airports. Therefore, no impacts would occur and no mitigation is required.

Mitigation Program

No mitigation measures are required.

4.14 Population and Housing

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

Less Than Significant Impact. A significant impact could occur if a project would locate new development with the effect of substantially inducing growth in the proposed area that would otherwise not have occurred as rapidly or in as great a magnitude. Project implementation would serve patrons in the existing area and would not add permanent residents to the area. The Applicant expects the project to have approximately 50 employees, with approximately 12 to 15 employees per shift. The growth projections used for the Hollywood Community Plan were based on SCAG's 2016-2014 RTP/SCS; the Hollywood Community Plan area had approximately 101,000 employees in 2016 and is expected to increase to 119,000 employees by 2040.⁴⁵ The project's projected employment would fall within the Hollywood Community Plan employment projections and more importantly, would not represent a substantial proportion of expected growth. The proposed project is an in-fill commercial retail development. Therefore, the number of employees working on site would be similar to that of the previous Rite Aid commercial retail use. Additionally, the project does not include the extension of roads or other infrastructure to unserved areas, which could induce indirect growth. Therefore, no significant impact would occur and no mitigation is required.

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

No Impact. The project site does not include any existing housing and no housing would be removed to accommodate the proposed project. Therefore, no impact would occur and no mitigation is required.

Mitigation Program

No mitigation measures are required.

⁴⁵ Los Angeles Department of City Planning, 2018, Hollywood Community Plan Update Draft EIR page 4.13-11, Available at: https://planning.lacity.org/eir/Hollywood_CPU/Deir/Hollywood%20Community%20Plan%20Update%20Index.html, Accessed May 1, 2022.

4.15 Public Services

Threshold (a.i) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?

Less Than Significant Impact. The project site is served by the Los Angeles Fire Department (LAFD). The nearest fire station is Station 27, located at 1327 Cole Avenue approximately 0.50 mile southeast of the project site. Station 27 responded to 697 non-EMS and 2,222 emergency medical services incidents between January and April of 2022.⁴⁶ The proposed project would not result in permanent population growth and would not incrementally increase the demand for fire protection and emergency medical services in the area. The forecast employment growth and increased demand for services would not exceed projections and anticipated public service needs. Additionally, the incremental increase would not require the construction of new or alteration of existing fire protection facilities to maintain an adequate level of service to the project area. Further, the proposed project is an in-fill development within the LAFD service area and would not substantially increase the demand for new fire facilities. Therefore, no physical impacts associated with fire protection services and facilities would occur. Additionally, the project would be subject to the City's Fire Department review process and be subject to payment of Fire Development Service Fees.⁴⁷ Compliance with Fire Code and building standards would minimize the project's operational impacts to fire protection services to the greatest extent practicable. Therefore, impacts are less than significant and no mitigation is required.

Threshold (a.ii) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?

Less Than Significant Impact. The Los Angeles Police Department (LAPD) provides police protection services to the area, inclusive of the project site. The nearest police station is the Hollywood Station, located at 1358 Wilcox Avenue, approximately 0.5 mile southeast of the project site. The proposed project would not result in permanent population growth and would not substantially increase the demand for police services in the area. The forecast employment growth and increased demand for services would not exceed projections and anticipated public service needs. Additionally, project implementation would not require the construction of new or alteration of existing police facilities to maintain an adequate level of service to the project area. The proposed project is an in-fill development within the LAPD service area and would not substantially increase the demand for new fire facilities.

The proposed project would adhere to all California Building Code regulations. Compliance with California Building Code requirements related to site security and building, and site safety design recommendations

⁴⁶ Los Angeles Fire Department, FireStatLA, available at: <https://www.lafd.org/fsla/stations-map>, accessed May 6, 2022.

⁴⁷ Los Angeles Fire Department, 2021, Fire Development Services Fee Schedule, Available at: <https://www.lafd.org/fire-prevention/fire-development-services/division-15-fee-schedule>, accessed May 6, 2022.

would ensure adequate police protection services can be provided to the project site as well as existing development. As a result, the proposed project would not adversely impact service ratios or response times or require new or altered facilities. Therefore, the project's impact on police protection services would be less than significant and no mitigation is required.

Threshold (a.iii) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives schools?

Less Than Significant Impact. The project site is within the boundaries of the Los Angeles Unified School District (LAUSD). The proposed project would introduce approximately 50 employees, with 12 to 15 employees per shift, to the area. However, these employees would predominantly come from the existing workforce in the City and would therefore not contribute to a significant population increase and associated student population influx to any specific school in the LAUSD service area.

School funding comes predominantly from federal, State, and local contributions, including business and personal income taxes, sales tax, and property tax. Although the project would result in a nominal indirect incremental increased demand for school services, the project would be required to comply with SB 50 requirements, which allow school districts to collect impact fees from developers of new projects. The current LAUSD development fee for commercial uses is \$0.78/sf.⁴⁸

As stated in Government Code Section 65995(h), "The payment or satisfaction of a fee, charge, or other requirement levied or imposed ...are hereby deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization ...on the provision of adequate school facilities." Payment of these fees would offset impacts from increased demand for school services associated with development of the proposed project by providing an adequate financial base to construct and equip new and existing schools. Overall, LAUSD would be able to provide adequate school facilities, and payment of impact fees would ensure that impacts are offset and remain less than significant.

Threshold (a.iv) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?

Less Than Significant Impact. Please refer to **Section 4.16, Recreation.**

Threshold (a.v) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or

⁴⁸ LAUSD, 2022 Developer Fee Justification Study – Table 1, Available at: <https://achieve.lausd.net/cms/lib/CA01000043/Centricity/Domain/921/2022%20Developer%20Fee%20Justification%20Study%20for%20Los%20Angeles%20Unified%20School%20District.pdf>, Accessed May 6, 2022.

physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?

Less Than Significant Impact. The Los Angeles Public Library provides library services to the area, inclusive of the project site. The nearest library to the project site is the Frances Howard Goldwyn – Hollywood Regional Library located at 1623 Ivar Avenue, approximately 0.6 northeast of the site. The proposed project would not result in permanent population growth and would not incrementally increase the demand for library services in the area. The nature of the proposed project would not impact library facilities or services. The proposed fast-food restaurant development would have a nominal impact on library services.

The threshold for determining impacts pursuant to CEQA is based upon whether a project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios or other performance objectives. The impacts to the overall per capita availability of books, media, computers, and library public service space would not create significant physical or environmental impacts. Therefore, project-related impacts to library facilities would be less than significant and no mitigation is required.

Mitigation Program

No mitigation measures are required.

4.16 Recreation

Would the project:

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

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

No Impact. The City of Los Angeles Department of Recreation and Parks manages over 16,000 acres of parkland and 444 park sites in neighborhoods throughout the City, including in the Hollywood Community Plan area.⁴⁹ The project would allow for a Raising Cane's fast-food drive-through restaurant with outdoor patio seating, surface parking, and new landscaping. The nature of the proposed project would not impact parks or recreational facilities. The project is not a residential project that would generate a permanent increase of residents in the area leading to a demand for park services. Therefore, the proposed project would not result in substantial physical deterioration of existing parks and recreational facilities and no new recreational facilities would be required. Impacts would be less than significant and no mitigation is required.

Mitigation Program

No mitigation measures are required.

⁴⁹ City of Los Angeles Department of Recreation and Parks, Who We Are, Available at: <https://www.laparks.org/departments/who-we-are>. Accessed May 20, 2022.

4.17 Transportation

A transportation initial assessment was prepared by City of Los Angeles Department of Transportation (LA-DOT, 2022) for the proposed project. The assessment is included in **Appendix H** of this Initial Study and the results are summarized herein.

Site Access

Regional access is provided by U.S. Route (U.S. 101), located approximately 1.3 miles east of the project site. Local access into the project site is provided from Sunset Boulevard and McCadden Place. Public on-street parking is provided on Sunset Boulevard and McCadden Place adjacent to the project site.

Sunset Boulevard is designated as Avenue I in the Los Angeles Mobility Plan 2035. Sunset Boulevard is a four-lane, east-west roadway that provides access to U.S. 101. Within the project vicinity, the roadway provides local cross-town circulation between residential and retail land uses. The speed limit near the project site is 30 miles per hour (mph).

McCadden Place is a two-lane, north-south local street west of the project area. McCadden Place intersects with Sunset Boulevard to the north and provides driveway access to the project site. The posted speed limit is 25 mph.

Transit Service

Public transit service is provided by Metro, including bus, rapid transit, light rail, and subway services. There are several transit stops along Sunset Boulevard and Highland Avenue. The closest bus stop is located approximately 200 feet west of the project site, served by Metro Bus Line 2. Metro Bus Line 2 operates from Westwood to Los Angeles, 24 hours a day, 7 days a week. Additionally, the Hollywood/Highland Metro subway station is approximately 0.3 mile northwest of the project site.

Bikeways

There are currently no bikeways in the vicinity of the project. The City of Los Angeles' Mobility Plan 2035 proposes Tier 3 bicycle lanes along Sunset Boulevard and Highland Avenue, located approximately 185 feet west of the project site.⁵⁰ Tier 3 bicycle lanes are classified as bicycle facilities on arterial roadways with striped separation.

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

Less Than Significant Impact.

Construction Traffic. Automobile and truck traffic volumes associated with project-related construction activities would vary throughout the construction phases, as different activities occur. However, project-related construction traffic would be temporary and cease upon project completion.

Project Trip Generation. Daily trips were estimated for the proposed project based on the City of Los Angeles Department of Transportation (LA DOT) referral form. The LA DOT referral form, which was

⁵⁰ Los Angeles Department of City Planning. 2016. *Mobility Plan 2035*, available at: https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf. Accessed May 20, 2022.

prepared by the City for the project, is an initial assessment to determine whether a project requires a Transportation Assessment. The referral form calculates a project's daily trips and vehicles miles traveled (VMT) using the City of Los Angeles Calculator tool. The trip rates were based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th Edition) trip rates for Fast-food Restaurant with Drive-through (ITE Land Use 934). The VMT tool takes into account certain parameters based on a project's location (population, employment density, street connectivity, proximity and access to transit) to determine a project's traffic trips. Credit for existing trip generation from the on-site Rite Aid store was applied to the project's trip generation. The proposed project is estimated to generate approximately 526 daily trips. The Rite Aid use was estimated by the City to generate approximately 980 daily trips. Therefore, the project would result in a reduction of 454 daily trips.

According to the LA DOT, the nearby Sunset Boulevard at Highland Avenue intersection experiences over 31,000 average daily trips per day.⁵¹ The project would result in a net decrease in daily traffic trips, therefore no increase in average daily traffic (ADT) on Sunset Boulevard would occur.

Metro provides public transit bus service to the project site, with the nearest bus stop at Sunset Boulevard and Highland Avenue, approximately 200 feet west of the project site. Proximity to transit opportunities would allow convenient access to future customers and employees of the proposed project. Pedestrian facilities (i.e., sidewalks) on Sunset Boulevard and McCadden Place would remain with project implementation. Bicycle racks for restaurant patrons and bicycle lockers for employees would be provided on the project site.

SCAG's Connect SoCal identifies the need to create sustainable, mixed-use communities conducive to public transit, walking, and biking by promoting development along major existing transit and transportation corridors. As noted in this Initial Study, the project would be consistent with the SCAG RTP/SCS and the applicable goals and policies of the General Plan. Therefore, project construction and operations would not conflict with an applicable plan, ordinance, or policy concerning the circulation system and no mitigation is required.

Threshold (b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Than Significant Impact. The City of Los Angeles Department of Transportation adopted Vehicle Miles Traveled (VMT) thresholds as required by CEQA and pursuant to SB 743 as a part of its *Transportation Assessment Guidelines* (July 2020). One of the screening criteria includes local serving retail uses under 50,000 sf.⁵² The proposed project is a 3,468-sf Raising Cane's fast-food restaurant with drive-through and therefore falls under the 50,000 sf local serving retail use threshold. Therefore, the project is not anticipated to result in longer local trips and would reduce or maintain regional VMT. As such, the proposed project would result in a less than significant transportation impact based on the City's VMT significance criteria and would be consistent with CEQA Guidelines Section 15064.3(b). Impacts would be less than significant and no mitigation is required. Please also refer to the response to Threshold a, above.

⁵¹ City of Los Angeles Department of Transportation, 2006, 24 hour traffic volume Sunset Boulevard at Highland Avenue, accessed May 23, 2022.

⁵² City of Los Angeles Transportation Department, July 2020, Transportation Assessment Guidelines, Available at: https://ladot.lacity.org/sites/default/files/documents/2020-transportation-assessment-guidelines_final_2020.07.27_0.pdf, Accessed May 23, 2022.

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

Less Than Significant Impact. Vehicular access to the project site would be provided from three driveways: two driveways on Sunset Boulevard and one on McCadden Place. The two driveways on Sunset Boulevard would be 15 feet wide and only permit one-way access. Specifically, the driveway closer to McCadden Place would be a right-in access only, while the second driveway along Sunset Boulevard would be a right-out access for customers exiting the drive-through lane. The driveway on McCadden Place would be 24 feet wide and provide unrestricted vehicular access.

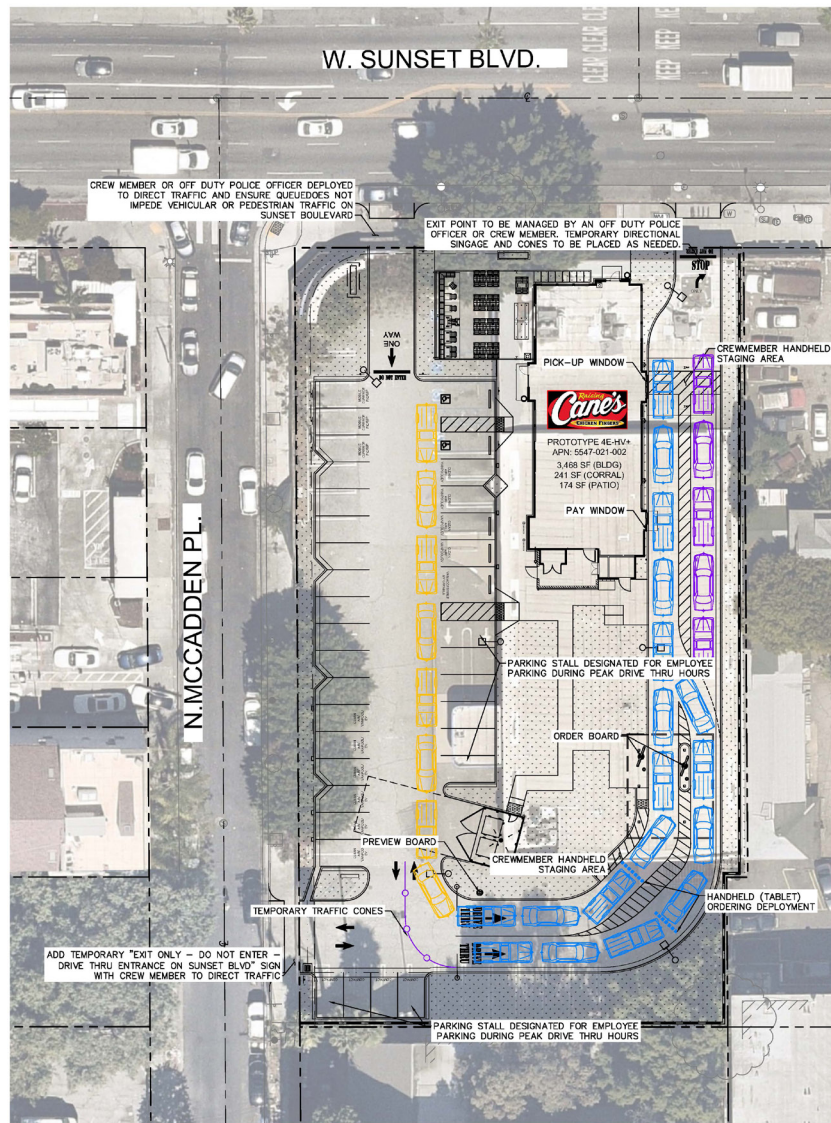
The project's drive-through lanes would accommodate up to 23 vehicles. During peak drive-through hours (11:00 AM-1:00 PM, 4:00 PM-6:00 PM), temporary traffic cones would be placed near the drive-through entrance to prevent patrons blocking the drive aisles and Driveway 3. Driveway 3 would be temporarily restricted to exit only during peak-hours. Temporary traffic signage would direct patrons to use Driveway 1 to enter the project site and for drive-through access. If the drive-through lanes reach capacity, patrons would queue along the drive aisle. To prevent conflicts with dine-in patrons leaving the parking lot and the queue, employees would be instructed to park in designated stalls likely to be impacted (temporarily blocked) by the queue. This would reduce movement conflicts with the queue.

The queue capacity in the parking lot is eight vehicles. In total, the project site can accommodate up to 31 vehicles in the queue. Employees would also help direct traffic on the project site to prevent spill over onto public streets. Other employees would take orders from patrons in the queue using handheld tablets to further increase operation efficiencies and reduce wait-times at pick-up windows. The traffic management plan is depicted in **Exhibit 5, Traffic Management Plan**.

Construction of the project driveways and internal circulation improvements design would be subject to City Building and Fire Department standards. The proposed project is a fast-food drive-through restaurant development bordered by existing roadways and residential and commercial land uses. The proposed project does not include the use of any incompatible vehicles or equipment, such as farm equipment. There are no components of the project that would increase hazards to the public due to incompatible use. The proposed project would develop a fast-food restaurant in an urbanized area of the City, adjacent to and near other existing restaurants with drive-throughs. The project would be compatible with the surrounding environment. Therefore, such impacts are considered less than significant and no mitigation is required.

Threshold (d) Would the project result in inadequate emergency access?

No Impact. As noted above, the proposed project would provide access from Sunset Boulevard and McCadden Place. The driveways on Sunset Boulevard and McCadden Place would provide emergency vehicle access to the site. Additionally, the proposed project would be required to incorporate all applicable design and safety requirements as set forth in fire codes, building codes, and safety standards. No changes to the existing roadway network would occur. As previously discussed in Threshold 4.9f, Sunset Boulevard, Highland Avenue, U.S. 101, and Santa Monica Boulevard are evacuation routes in the event of an emergency situation. The project would not require the complete closure of any public or private streets or roadways during construction.



LEGEND

-  18 CARS
-  5 CARS
-  8 CARS
-  31 CARS

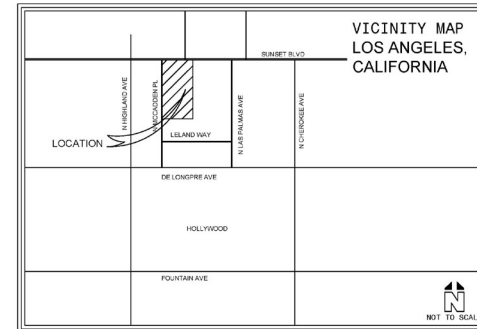


EXHIBIT 5: Traffic Management Plan
Raising Cane's Sunset Boulevard Project
City of Los Angeles

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Temporary construction activities would not impede use of the road for emergencies or access for emergency response vehicles. Therefore, the project would not result in inadequate emergency access. No impact would occur and no mitigation is required.

Mitigation Program

No mitigation measures are required.

4.18 Tribal Cultural Resources

Threshold (a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
- ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact. Chapter 532 Statutes of 2014 (i.e., AB 52) requires that lead agencies evaluate a project's potential impact on "tribal cultural resources." Such resources include "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB 52 also gives lead agencies the discretion to determine, based on substantial evidence, whether a resource qualifies as a "tribal cultural resource."

In compliance with PRC Section 21080.3.1(b), the City has provided formal notification to California Native American tribal representatives identified by the California Native American Heritage Commission. Native American groups may have knowledge about cultural resources in the area and may have concerns about adverse effects from development on tribal cultural resources as defined in PRC Section 21074. The City has contacted the tribal representatives noted below.

- Fernandeño Tataviam Band of Mission Indians
- Gabrieleño Band of Mission Indians – Kizh Nation
- Gabrielino/Tongva San Gabriel Band of Mission Indians
- Gabrielino/Tongva Nation
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino-Tongva Tribe
- San Fernando Band of Mission Indians
- Soboba Band of Luiseño Indians
- Torres Martinez Desert Cahuilla Indians

In accordance with the requirements of AB 52, the City received a consultation request and entered into consultation with the Gabrieleño Band of Mission Indians – Kizh Nation. As previously addressed in Section 4.5, Cultural Resources, a cultural resource records search was conducted at the CHRIS-SCCIC at the

California State University, Fullerton. The record search did not identify any recorded historic or archaeological resources on the project site. Two archaeological resources are recorded within a ½-mile radius of the project site. The documented archaeological resources were determined no eligible for listing. No tribal cultural resources have been identified in the project site vicinity.

It is unlikely that Native American tribal cultural resources are present on the project site, given the prior disturbance of the project site associated with previous land uses. The City has further concluded from its consultation with the Gabrieleño Band of Mission Indians – Kizh Nation that there is no substantial evidence of definitive tribal cultural resources on the project site.

Project construction would include limited excavation and grading. If previously unknown tribal cultural resources are discovered during the project's ground-disturbing activities, the City of Los Angeles Department of Building and Safety has a protocol for evaluating inadvertent finds during construction work, which includes guidelines set forth in California PRC Section 21083.2. This protocol dictates that work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines. Adherence to this regulatory compliance measure would ensure that if any previously unknown archaeological artifacts and tribal cultural resources are unearthed, those resources would be handled in a way that would not cause a substantial adverse change in their significance

Therefore, in the absence of any known tribal cultural resources, adherence to the City's protocols for tribal cultural resources, archeological resources, and human remains would ensure potential impacts associated with the accidental discovery of any Native American tribal cultural resources would be avoided or reduced to less than significant levels. The required compliance would ensure any found deposits are treated in accordance with federal, State, and local guidelines, including those set forth in to PRC Section 21083.2. Therefore, impacts would be less than significant and no mitigation measures are required

Mitigation Program

No mitigation measures are required.

4.19 Utilities and Service Systems

Threshold (a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. The Los Angeles Department of Water and Power (LADWP) provides water service in the City, including the project site. According to the LADWP Urban Water Management Plan (UWMP), historical per capita water use in the service area average 106 gallons per capita per day in 2020. LADWP does not maintain any standard unit demand factors for specific types of land uses. Based on 50 project employees, the projected water demand would be approximately 5,300 gallons per capita per day. According to UWMP Exhibit ES-G, commercial land use water demand usage from 2016-2020 were estimated at 88,680 acre-feet over the four-year period. Project water demand would account for less than one percent of the overall water demand for commercial land uses. Additionally, the City has sufficient water supply through normal and drought years. Therefore, there are sufficient water supplies to serve the project.

The Los Angeles Sanitation and Environment (LASAN) is responsible for management and operation of approximately 6,700 miles of public sewers that convey about 400 million gallons per day (mgd) of flow from residences and businesses to the City's four wastewater treatment and water reclamation plants.⁵³ According to the LASAN Sewer System Management Plan (SSMP), the project site is served by the Hyperion Wastewater Treatment Plant located at Playa Del Rey near the Pacific Ocean.⁵⁴ The Hyperion Wastewater Treatment Plant has a capacity of up to 450 mgd, with peak wet weather flow of 800 mgd.

The proposed project would increase wastewater generation on the project site. Projected wastewater demand for the project is summarized in **Table 4.19-1: Future Wastewater Generation**. According to the SSMP, the City uses a model to accumulate the wastewater contributions along each sewer to estimate dry-weather flows for current and future donations. The SSMP notes a 23 gallons per employee per day for businesses for average discharge rates. Therefore, assuming 50 employees as a result of the proposed project, projected peak wastewater generation is anticipated to be 1,150 gallons per day (gpd). The estimated project wastewater generation represents less than one percent of the total treatment capacity at the Hyperion Wastewater Treatment Plant. Therefore, existing wastewater treatment facilities are able to accommodate the project-generated wastewater and continue maintaining a substantial amount of remaining capacity for future wastewater treatment. Impacts would be less than significant.

Further, the project does not require and would not result in the construction of new storm drainage facilities or expansion of existing facilities. While modifications to the existing on-site storm drain system would be required for project implementation, the existing facilities are adequate to accommodate the development.

⁵³ Los Angeles Sanitation and Environment (LASAN). (2021). Sewer and Pumping Plants. Retrieved from: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-s?_afdf.ctrl-state=w5ncut85w_5&_afdlLoop=5007555769824456#!. Accessed on May 23, 2022.

⁵⁴ Los Angeles Sanitation and Environment (LASAN), July 2019, Sewer System Management Plant Figure 1-2, Available at: <https://www.lacitsysan.org/cs/groups/public/documents/document/y250/mdm1/~edisp/cnt035427.pdf>. Accessed May 23, 2022.

Table 4.19-1: Future Wastewater Generation				
Land Use	Unit of Measure	Proposed Project	Demand Factor (gallons per employee per day)	Generated Wastewater (gpd)
Commercial Retail Restaurant	Employees	50 employees	23	1,150
Total				1,150
Source: LASAN, January 2018, SSMP Appendix G - G.1 Hydraulic Modeling				

Because the project site is currently developed with a retail building and surface parking lot, it is only partially pervious and does not promote substantial stormwater infiltration. Runoff from the project site flows from the northeast to the southwest. Under project implementation, surface runoff would be collected and treated prior to entering an underground rainwater cistern. Stormwater in excess of the 85th percentile event would overflow and bubble out offsite onto the existing curb and gutter off McCadden Place and flow south into the existing public drainage system per the existing conditions. The proposed drainage system would connect to existing storm drainage facilities and project implementation would not require construction of new storm drainage facilities. Impacts would be less than significant and no mitigation is required.

The proposed project is in an urbanized and dense area of the City. There are existing electrical, natural gas, and telecommunication facilities in surrounding roadways. Project implementation would connect to existing infrastructure and would not require construction of new facilities beyond point of connections. No new facilities or relocation of existing utility infrastructure would be required; therefore, no impact would occur.

Threshold (b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Less Than Significant Impact. As discussed above, LADWP provides water service in the City. LADWP relies on various sources including groundwater, captured stormwater, recycled water, purchased water from the Metropolitan Water District of Southern California (MWD). The UWMP contains a water supply reliability assessment in accordance with the California Water Code 10632(a). The UWMP includes future demand estimates for various hydrologic conditions: a normal year, a single-year, and multiple-dry years.

Table 4.19-2: Future Water Demand summarizes water demand estimates for the proposed project. The project's water demand would be approximately 5,300 gpd, or 6 acre-feet per year. Indoor water conservation measures include low flow rate plumbing fixtures, while outdoor water use would use subsurface dripline irrigation, low water use plant materials, weather-based irrigation controllers, and mulch. Additionally, the project would be required to comply with LAMC Section 12.41 – Landscape Water Management.

Table 4.19-2: Project Water Demand			
Land Use	Total Employees	Demand Factor (gpd/unit)	Water Demand (gpd)
Commercial	50	106	5,300
Total			5,300
Sources: LADWP 2020 UWMP Exhibit 3C			

The LADWP anticipates an increase in water use through 2045. Water demand is anticipated to increase from 674,700 AF to 746,000 AF from 2025 to 2045 over this period. According to the UWMP, the available water supply would meet projected demand during normal, dry, and multiple dry years through 2045. The increase in water demand associated with the proposed project would represent a nominal portion of LADWP's projected water demand increase. Therefore, the increase in water demand generated by project implementation can be accommodated by the LADWP. No significant impact would occur and no mitigation is required.

Threshold (c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. The proposed project would result in an incremental increase in the demand for wastewater conveyance and treatment facilities. The project's wastewater infrastructure would connect to the existing sewer system lines on Sunset Boulevard and McCadden Place. The projected peak wastewater generation is anticipated to be 1,558 gpd (Table 4.19-1). The estimated project wastewater generation represents less than one percent of the total treatment capacity at the Hyperion Wastewater Treatment Plant. Therefore, the LASAN has adequate remaining capacity to serve the proposed project. The increase would not require the construction of new water or wastewater treatment facilities or expansion of existing facilities. Therefore, impacts would be less than significant and no mitigation is required.

Threshold (d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. Solid waste generated within the City is disposed of at landfill facilities throughout Los Angeles County. LASAN provides waste collection services through contracts with private haulers for all commercial developments within the City. The current waste disposal sites (i.e., landfills) are operated by the County of Los Angeles as well as by private companies. In addition, transfer stations temporarily store debris until larger haul trucks are available to transport the materials directly to the landfills. Based on the County of Los Angeles Countywide Integrated Waste Management Plan, a majority of solid waste is disposed at the Sunshine Canyon City and County Landfill in Sylmar.⁵⁵ It is assumed that

⁵⁵ County of Los Angeles Public Works, October 2021, Countywide Integrated Waste Management Plan 2020 Annual Report Figure 6, Available at: <https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=16230&hp=yes&type=PDF>, Accessed May 24, 2022.

solid waste generated by the proposed project would be disposed at the Sunshine Canyon Landfill. **Table 4.19-3: Sunshine Canyon City and County Landfill Capacity**, provides capacity details for the landfill.

Table 4.19-3: Sunshine Canyon City and County Landfill Capacity			
Landfill	Maximum Daily Permitted Tonnage (tons per day)	Maximum Permitted Capacity (Cubic Yards)	Remaining Capacity (Cubic Yards)
Sunshine Canyon City and County Landfill	12,100 ²	140,900,000 ¹	65,950,193 ²
Source: ¹ CalRecycle. Solid Waste Information System (SWIS). 2022. ² County of Los Angeles Public Works, October 2021, Countywide Integrated Waste Management Plan 2020 Annual Report page 70			

Table 4.19-4: Estimated Project Solid Waste Generation shows the proposed project's approximate solid waste generation, using CalRecycle's estimated solid waste generation per land use.⁵⁶ As shown in the table, the proposed project is expected to generate 6,329 pounds (3.2 tons) of solid waste per year.

Table 4.19-4: Estimated Project Solid Waste Generation			
Land Use	Generation Rate	Project Size	Solid Waste Generation (lbs/yr)
Restaurant	0.005 lbs/sf/day	3,468 sf	6,329
Total			6,329
Source: CalRecycle. Estimated Solid Waste Generation Rates.			

The project's solid waste volume is considered a nominal amount of the daily capacity of the landfill serving the project site. All demolition waste removed from the site would be disposed of in compliance with the State of California Waste Management Act (AB 939), and the City's Solid Waste Integrated Resources Plan, Solid Waste Management Policy Plan, and Green LA Plan. Existing landfills have sufficient capacity to serve the project; therefore, impacts are less than significant.

Threshold (e) Would the project comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

No Impact. State, County, and local agencies with regulatory authority related to solid waste include the California Department of Resources Recycling and Recovery, LASAN, and other franchised authorized waste haulers in the City. Regulations specifically applicable to the proposed project include the California Integrated Waste Management Act of 1989 (AB 939), Section 4.408 of the CalGreen Code, and AB 341, which requires multi-family residential development and commercial uses to implement recycling programs.

The Integrated Waste Management Act, which requires every City and County in the State to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan, identifies how each

⁵⁶ CalRecycle, *Estimated Solid Waste Generation Rates*, Available at: <https://www2.calrecycle.ca.gov/wastecharacterization/general/rates>, Accessed March 23, 2021.

jurisdiction will meet the State's mandatory waste diversion goal of 50 percent by and after the year 2000. AB 341 increased the diversion goal to 75 percent by 2020.

Further, the 2019 CalGreen Code Section 4.408 requires preparation of a Construction Waste Management Plan that outlines ways in which the contractor would recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition debris. During the construction phase, the proposed project would comply with the CalGreen Code through the recycling and reuse of at least 65 percent of the nonhazardous construction and demolition debris from the project site. No conflict with statutes and regulations related to solid waste would occur. No mitigation is required.

Mitigation Program

No mitigation measures are required.

4.20 Wildfire

Threshold (a) If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. According to CalFire Fire Hazard Severity Zone Viewer, the project site is not within a State Responsibility Area.⁵⁷ The project site is in a Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ) within a Local Responsibility Area. Project design and site access would adhere to Los Angeles Fire Department regulations and designs. Further, project construction would not require the complete closure of any public or private streets or roadways during construction. Temporary construction activities would not impede use of the road for emergencies or access for emergency response vehicles. Therefore, the project would not result in inadequate emergency access, and no impact would occur.

Threshold (b) If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, due to slope, prevailing winds, and other factors, would the Project exacerbate wildfire risks and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. As discussed above, the project is not within an area classified as a VHFHSZ. Therefore, no impacts would occur and no mitigation is required.

Threshold (c) If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. The project is not within an area classified as a VHFHSZ. The proposed project is bordered by existing development within an urbanized area of the City. The proposed project would tie into existing infrastructure that currently serves the project area. Project implementation would not result in the new construction, installation, or maintenance of new infrastructure. No impact would occur and no mitigation is required.

Threshold (d) If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact. The project is not within an area classified as a VHFHSZ. The project site is generally flat with on-site elevations ranging from approximately 335 to 340 feet above msl and does not include any downslopes. According to the California Geological Survey, the project site is not within an area identified as having a potential for landslides.⁵⁸ The project site and surrounding area are relatively

⁵⁷ California Department of Forestry and Fire Protection, *FHSZ Viewer*, Available at: <https://egis.fire.ca.gov/FHSZ/>. Accessed May 20, 2022.

⁵⁸ California Geological Survey, *Earthquake Zones of Required Investigation*, Available at: <https://maps.conservation.ca.gov/cgs/EQZApp/app/>. Accessed May 20, 2022.

flat. There are no known landslides near the site nor is the site in the path of any known or potential landslides. Therefore, no impacts would occur and no mitigation is required.

Mitigation Program

No mitigation measures are required.

4.21 Mandatory Findings of Significance

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

Less Than Significant Impact. On the basis of the foregoing analysis, the proposed project does not have the potential to significantly degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten or eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. The project site is bordered by existing development in an urbanized area of the City of Los Angeles. The proposed project is consistent with the intent of the General Plan. Therefore, the project would not have a significant impact on any sensitive, rare, or endangered plant/wildlife community.

Threshold (b) Does the project have possible environmental effects which are individually limited, but cumulatively considerable?

Less Than Significant Impact. The proposed project does not have impacts that are individually limited, but cumulatively considerable. Incremental impacts resulting from development and operation of the proposed project and other cumulative projects that would be under construction include air quality, cultural resources, geology and soils, hazards and hazardous materials, and tribal resources. The analysis concluded that these incremental impacts are each less than significant or can be mitigated to a less than significant level. When viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects, these impacts are not cumulatively considerable. No cumulative impacts are anticipated in connection with this or other projects. The proposed project complies with Hollywood Community Plan area, SCAQMD's AQMP, SCAG's RTP/SCS, and LADWP's UWMP. No significant adverse environmental impacts have been identified. The analysis contained in this Initial Study evaluated existing conditions, potential impacts associated with the development of the project, and possible environmental cumulative impacts. The project does not have any impact on projected growth or planned projects for the City of Los Angeles or neighboring jurisdictions known as of the date of this analysis.

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

Less Than Significant Impact. There are no known substantial adverse effects on human beings that would be directly or indirectly caused by the proposed project. The environmental evaluation has concluded that no significant environmental impacts will result from the project.

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