



# SUSTAINABLE COMMUNITIES PROJECT CEQA EXEMPTION

## 4100 Sunset Boulevard Project

Environmental Case: ENV-2020-4929-SCPE

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**Project Location:** 4100 Sunset Boulevard, Los Angeles, CA 90029

**Community Plan Area:** Hollywood Community Plan

**Council District:** 13 –O'Farrell

**Project Description:** The 4100 Sunset Boulevard Project (Project) would develop 91 residential units, eight of which would be restricted to Very Low Income households, and 10,000 square feet (sf) of commercial uses over three levels of subterranean parking on a 26,890 sf (0.62 acre) lot. The Project Site is currently improved with a two-story commercial building and a surface parking lot. The Project would develop a six-story mixed-use apartment building, including three studio units, 79 one-bedroom units, and nine two-bedroom units. Parking would be provided within three subterranean levels. A total of 92 bicycle parking stalls (80 long-term stalls and 12 short-term stalls) and 106 vehicle parking spaces would be provided. The proposed building would be approximately 89 feet in height and contain approximately 80,670 sf of floor area, resulting in a proposed floor area ratio (FAR) of 3:1.

**PREPARED FOR:**

The City of Los Angeles  
Department of City Planning

**PREPARED BY:**

Environmental Science Associates (ESA)

**APPLICANT:**

Junction Gateway, LLC

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# 4100 Sunset Boulevard SUSTAINABLE COMMUNITIES PROJECT CEQA EXEMPTION

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## 1.0 Project Description

The 4100 Sunset Boulevard Project (Project) would develop a 91-unit mixed-use residential building on an approximately 26,890 square foot (0.62 acre) site located at 4100 Sunset Boulevard (Project Site) in the City of Los Angeles. The Project Site, located within the Hollywood Community Plan area, is currently improved with a two-story commercial structure and a surface parking lot. The subject property parking lot is currently accessible via Manzanita Street. Adjacent land uses to the Project Site include commercial retail uses fronting Sunset Boulevard. Multi-family and single-family residences are also located to the south and west of the Project Site.

The Project Site is designated for Highway Oriented Commercial land uses by the Hollywood Community Plan. The parcels are zoned C2-1D. The C2 zoning designation generally allows for commercial uses. The “-1D” zoning designation signifies Height District No. 1D, which allows a maximum floor area ratio (FAR) of 3:1. Uses to the north are zoned [Q]C2-1VL, uses to the south and east are zoned C2-1D, and uses to the west are zoned RD1.5-1XL.

Table 1, *Proposed Development Program*, provides development details on the proposed Project. The Project would replace the existing two-story commercial structure and surface parking lot with 91 residential apartment units, eight of which would be restricted to Very Low Income households, 10,000 sf of commercial uses, and ancillary parking. There would be three subterranean levels for parking that would provide 106 parking spaces. The Project would provide 92 bicycle parking spaces (12 short-term and 80 long-term spaces) as well as a bicycle maintenance area on the ground floor. The proposed building would be approximately 89 feet in height, or six stories, and would contain up to 80,670 sf of floor area, resulting in a proposed floor area ratio (FAR) of 3:1. Vehicular and pedestrian access to the Project Site would be afforded from Sunset Boulevard and Manzanita Street.

Consistent with the requirements of the Los Angeles Municipal Code (LAMC) and State and local density bonus law, the Project would provide 7,460 sf of open space, including a variety of common open space and private open space (balconies and patios). A total

of 5,810 sf of common open space would be provided and would include a rooftop deck and a second floor courtyard. In addition, 1,650 sf of balconies and patios would be provided as private open space.

**TABLE 1  
PROPOSED DEVELOPMENT PROGRAM**

	<b>Provided</b>
<b>Dwelling Units</b>	
Studio	3
1-bedroom	79
2-bedroom	9
Total Units	91 units
<b>Parking</b>	
Vehicle	106 spaces
Bicycle	80 long-term stalls and 12 short-term stalls
<b>Floor Area</b>	
Floor Area Ratio	3:1
Floor Area	80,670 sf
<b>Open Space</b>	
Common Open Space	5,810 sf
Private Open Space (Private Balconies and Patios)	1,650 sf
Total Open Space	7,460 sf
<b>Building Height</b>	89 feet/6 stories

The Project would meet or exceed all current City of Los Angeles building code and Title 24 requirements.

## 2.0 Sustainable Communities Strategy Criteria

<b>SUSTAINABLE COMMUNITIES STRATEGY CRITERIA – Public Resources Code (PRC) Section 21155</b>		
<b>PRC § 21155(a). Consistency with the general use designation, density, building intensity, and applicable policies specified for the project area in a sustainable communities strategy.</b>	<b>Consistent?</b>	
	<b>Yes</b>	<b>No</b>
The Project would be developed on a site located at 4100 Sunset Boulevard and 1071-1089 Manzanita Street (Project Site) containing a total of 26,890 square feet (sf) of lot area. Adjacent land uses to the	X	

Project Site include commercial retail uses fronting Sunset Boulevard. Multi-family and single-family residences are also located to the south and west of the Project Site.

The Project would be developed with 91 residential units and 10,000 sf of commercial space (anticipated to consist of restaurant uses) over three levels of subterranean parking. As shown in Table 2, *Proposed Land Uses*, below, the Project would have a total floor area of 80,670 sf that would consist of approximately 88 percent residential uses and 12 percent non-residential uses. The Project’s residential component comprises a total of 91 multi-family units, including eight units (11 percent of the Project Site’s base density, and nine percent of the Project’s total units) that would be restricted to be affordable to families of very low income for at least 55 years.

Table 2 below shows the proposed land uses, units/sf, floor area ratio (FAR), and percentage of use for the Project Site.

**Table 2: Proposed Land Uses**

	Land Use	Units/ Square Feet (sf)	FAR	Percentage of Use
Project Site	Mixed-Use Residential	91 du (70,670 sf)	3:1 <sup>a</sup>	88
		10,000 sf of commercial space		12

<sup>a</sup> The Project requests a density bonus, two incentives/concessions (to permit a FAR of 3.0:1 and a 20 percent reduction in required open space), and one waiver of development standards (to allow the calculation of FAR based on lot area in lieu of buildable area).

As set forth below, the Project is consistent with the general use designation, density, and building intensity outlined in the Southern California Association of Governments’ (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS), as well as the Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS).<sup>1</sup> It should be noted that the statutory requirement is that a project achieves general rather than absolute or perfect consistency with the SCAG 2016 RTP/SCS and 2020 RTP/SCS use designation, density, and building intensity projections.

2016 RTP/SCS

In the 2016 RTP/SCS, using data collected from local jurisdictions, including general plans, SCAG categorized existing land use into land use types, then combined the land use types into 35 place types, and

<sup>1</sup> On June 28, 2016, the California Air Resources Board (CARB) officially determined that the 2016 RTP/SCS would, if implemented, achieve CARB’s 2020 and 2035 GHG emission reduction targets. (CARB Executive Order G-16-066, June 28, 2016). On October 30, 2020, CARB officially determined that the 2020 RTP/SCS would, if implemented, achieve CARB’s 2035 GHG emission reduction target. (CARB Executive Order G-20-239, October 30, 2020).

then classified sub-regions into one of three Land Use Development Categories: 'Urban', 'Compact', or 'Standard'. SCAG used each of these categories to describe the conditions that exist and/or are likely to exist within each specific area of the region (SCAG, 2016 RTP/SCS, Page 20-21). SCAG identified the Project Site's existing General Plan land use as Commercial and Services (Land Use Maps, Attachment A). After converting this data into Scenario Planning Zone-level place types, SCAG categorized the area surrounding the Project Site as 'Urban' for both 2012 and 2040 (Land Use Maps, Attachment A and SCAG, 2016-2040 RTP/SCS Background Documentation, Exhibits 13 and 14, Forecasted Regional Development Types by Land Development Categories (2012 and 2040) Los Angeles City Subregion).

The 2016 RTP/SCS defines 'Urban' areas as: "often found within and directly adjacent to moderate and high density urban centers. Nearly all urban growth in these areas would be considered infill or redevelopment. The majority of housing is multi-family and attached single-family (townhome), which tend to consume less water and energy than the large types found in greater proportion in less urban locations. These areas are supported by high levels of regional and local transit service. They have well-connected street networks, and the mix and intensity of uses result in a highly walkable environment. These areas offer enhanced access and connectivity for people who choose not to drive or do not have access to a vehicle" (SCAG, 2016 RTP/SCS, Page 20).

The 'Urban' Land Use Development Category comprises various urban footprint scenario models, including Urban Mixed Use, Urban Residential, Urban Commercial, City Mixed Use, City Residential, City Commercial, Town Mixed Use, Town Residential, Town Commercial, Village Mixed Use, Village Residential, and Village Commercial (SCAG, 2016 RTP/SCS Background Documentation, Reference Document 9; SCAG, 2016 RTP/SCS Background Documentation, Reference Document 6). The Project Site would be consistent with the City Mixed Use, City Residential, Town Mixed Use, Town Residential, and Village Mixed Use place types within the Urban Land Use Development Category, as described further below.

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

(SCAG, 2016 RTP/SCS Background Documentation, Reference Document 6).

- City Residential place types are “dominated by mid-and high-rise residential towers, with some ground-floor retail space. Parking is usually structured below or above ground. Residents are well served by transit, and can walk or bicycle for many of their daily needs.” The land use mix for this place type is typically approximately 65 percent residential, four percent employment, 11 percent mixed use, and 20 percent open space/civic. The residential mix is typically 97 percent multi-family and three percent townhome. The average total net FAR is 2.9, floors range from 5 to 40 stories, and the gross density ranges from 35 to 75 households per acre (SCAG, 2016 RTP/SCS Background Documentation, Reference Document 6).
- Town Mixed Use place types are “walkable mixed-use neighborhoods, such as the mixed-use core of a small city or transit oriented development, with a variety of uses and building types. Typical buildings are between three and eight stories tall, with ground-floor retail space, and offices and/or residences on the floors above. Parking is usually structured above or below ground.” The land use mix for this place type is typically approximately 26 percent residential, 20 percent employment, 29 percent mixed-use, and 25 percent open space/civic. The residential mix is typically 100 percent multi-family. The average total net FAR is 1.9, floors range from two to eight stories, and the gross density ranges from 7 to 25 households per acre (SCAG, 2016 RTP/SCS Background Documentation, Reference Document 6).
- Town Residential place types are “characterized by dense residential neighborhoods interspersed with occasional retail areas. Typical buildings are two to five stories tall, with limited off-street parking; residents tend to use transit, walking and bicycling for many of their transportation needs.” The land use mix for this place type is typically approximately 68 percent residential, 10 percent mixed-use, and 22 percent open space/civic. The residential mix is typically 47 percent townhome and 53 percent multi-family. The average total net FAR is 1.2, floors range from two to eight stories, and the gross density ranges from 12 to 35 households per acre (SCAG, 2016 RTP/SCS Background Documentation, Reference Document 6).
- Village Mixed Use place types are “walkable and transit accessible mixed-use cores of traditional neighborhoods. Typical buildings are between two and six stories tall, with ground-floor retail space, and offices and/or residences on the floors above. Parking is typically structured, tucked under, or placed behind

<p>buildings so that it does not detract from the pedestrian environment.” The land use mix for this place type is typically approximately 43 percent residential, 14 percent employment, 14 percent mixed-use, and 28 percent open space/civic. The residential mix is typically 15 percent SF large lot, 15 percent SF small lot, 29 percent townhome, and 41 percent multi-family. The average net FAR is 1.0, floors range from two to six stories, and the gross density ranges from five to 12 households per acre. (SCAG, 2016 RTP/SCS Background Documentation, Reference Document 6).</p> <p>The Project’s scale would be consistent with the City Mixed Use, City Residential, Town Mixed Use, Town Residential, and Village Mixed Use place types as it would develop one mixed-use mid-rise building (six stories in height and an FAR of 3:1) with residential uses (representing a density of up to 147 dwelling units per acre) above ground-floor commercial uses and subterranean parking in a highly-urbanized part of the City of Los Angeles that is well served by multiple regional and local transit lines, as well as other modes of transportation. <sup>2</sup></p> <p>Given the Project would develop mixed-income residential uses and neighborhood-serving commercial uses within walking distance of a high quality transit corridor and facilitate bicycling through the provision of bicycle parking spaces, the Project will provide opportunities for residents and visitors to use public transit or bicycling for work trips, and walk or bike to retail businesses near the Project area. Additionally, the Project’s increase in density provides a foundation for the implementation of other strategies, such as enhanced transit services, by facilitating the use of transit by more people, which in turn results in more funds for improvements and enhancements. Thus, the Project will encourage the utilization of transit as a mode of transportation to and from the Project area and contribute to the productivity and use of the regional transportation system by providing housing and jobs near transit.</p> <p>Therefore, due to the Project’s incorporation of multifamily residential and commercial uses, proposed residential density per acre of up to 147 units/acre, and proposed FAR of 3:1 the Project is consistent with the City Mixed Use, the City Residential, the Town Mixed Use, the Town Residential, and the Village Mixed Use place types and the ‘Urban’ Land Use Development Category as well as the associated use, density, and building intensity projections specified in the 2016 RTP/SCS.</p> <p><u>2020 RTP/SCS</u></p>		
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<sup>2</sup> As a result of the Project Site’s naturally sloped topography, one parking level would be considered to be ground level.

<p>For the 2020 RTP/SCS, SCAG revised its depiction of forecasted growth patterns by focusing more generally on transportation infrastructure and existing job centers in order to determine where future growth of employment and households would likely occur. Specifically, SCAG's 2020 RTP/SCS, Sustainable Communities Strategy Technical Report, identifies Priority Growth Areas in the region where growth is forecasted to occur due to proximity to existing and planned transit, existing job centers, existing and planned infrastructure to support more walkability and use of alternative transportation modes, and in areas identified for jurisdictional expansion (i.e. spheres of influence). These Priority Growth Areas, which are shown in Exhibit 1, Connect SoCal Forecasted Development Regional Development Pattern, of the Sustainable Communities Strategy Technical Report, include Transit Priority Areas, High Quality Transit Areas, Job Centers, Livable Corridors, and Neighborhood Mobility Areas. Collectively, these Priority Growth Areas are anticipated to contain 95 percent of the growth in the region through the horizon year of 2045.. As shown in Attachment A, the Project Site falls within an identified Priority Growth Area under the 2020 RTP/SCS, and is also located within a Transit Priority Area, High Quality Transit Area, and Livable Corridor. Therefore, the Project and the Project Site are consistent with SCAG's forecasted development pattern for the region, including the general use designation, density, building intensity, and applicable policies specified for the area.</p> <p>The Project is also consistent with the goals and policies in the 2016 RTP/SCS and 2020 RTP/SCS, as outlined in Attachment B. As such, the Project is consistent with this criterion.</p>		
<p><b>PRC § 21155(b). To be considered a Transit Priority Project (TPP), as defined by § 21155(b), the project must meet all of the following criteria. A TPP shall:</b></p>	Consistent?	
<p><b>(1) Contain at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;</b></p> <p>The Project would construct a mixed-use residential and commercial building with multiple floors of residential uses over ground-floor commercial uses, with a total floor area of 80,670 sf. The Project would consist of 91 residential units, totaling approximately 70,670 sf of residential uses and 10,000 sf of non-residential uses. Therefore, based on total building square footage, the Project contains approximately 88 percent residential uses (which is greater than 50 percent) and approximately 12 percent non-residential uses. While the Project would only have 12 percent non-residential uses, the Project would also have</p>	X	

<p>a total FAR of 3:1, which is greater than 0.75:1.<sup>3</sup> As such, the Project is consistent with this criterion.</p>		
<p><b>(2) Provide a minimum net density of at least 20 dwelling units per acre; and</b></p> <p>The Project would develop the Project Site’s 26,890 sf of lot area (or 0.62 acre), which is currently improved with commercial uses, with a total of 91 dwelling units. The net housing density for the Project is therefore approximately 147 dwelling units per acre (91 units/0.62 acres), which is greater than the required minimum net density of 20 units per acre. As such, the Project is consistent with this criterion.</p>	X	
<p><b>(3) Be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in PRC Section 21064.3, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one half mile from the stop or corridor.</b></p> <p>The applicable regional transportation plan is SCAG’s 2016 RTP/SCS and 2020 RTP/SCS. PRC Section 21064.3 defines a major transit stop as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”</p> <p>As described below, all the Project Site is located within one-half mile of both an existing major transit stop and an existing high quality transit corridor. Pursuant to guidance issued by the City, the below analysis utilizes bus route information as of March 17, 2020, prior to temporary service reductions implemented due to the COVID-19 pandemic.<sup>4</sup></p> <p><u>Major Transit Stop</u> The intersection of Sanborn Avenue/Santa Monica Boulevard/Sunset Boulevard, located approximately 0.05 mile from the Project Site,</p>	X	

3 80,670 sf of building area / 26,890 sf total buildable area = 3.00 Floor Area Ratio (FAR)

4 Los Angeles Department of City Planning Executive Office Memorandum, “Transit Service During the COVID-19 Pandemic,” August 19, 2020.

qualifies as a major transit stop because multiple bus routes with 15 minute headways or less during peak hours<sup>5</sup> (Metro Local 2/302, Metro Local 4, and Metro Rapid 704) intersect at this location. These lines and service intervals are described in more detail below.

- Metro Local 2/302: This line provides service between Pacific Palisades and Downtown Los Angeles, primarily along Sunset Boulevard. The bus stops nearest the Project Site for this route are the eastbound stop at the intersection of Sunset Boulevard and Sanborn Avenue, near the terminus of Santa Monica Boulevard, and the westbound stop located on Sunset Boulevard between Sanborn Avenue and Hyperion Avenue. The service intervals for Metro Local 2/302 are on average 11 minutes eastbound and 8 minutes westbound during peak hours.<sup>6</sup>
- Metro Local 4: This line provides service between Downtown Santa Monica and Downtown Los Angeles, primarily along Sunset Boulevard and Santa Monica Boulevard. The bus stops nearest the Project Site for this route are the eastbound stop located at the intersection of Santa Monica Boulevard and Sanborn Avenue and the westbound stop located on Sunset Boulevard between Sanborn Avenue and Hyperion Avenue. The service intervals for Metro Local 4 are on average 11 minutes eastbound and 12 minutes westbound during peak hours.
- Metro Rapid 704: Similar to Metro Local 4, this line provides service between Downtown Santa Monica and Downtown Los Angeles, primarily along Sunset Boulevard and Santa Monica Boulevard, but with more limited stops. The bus stops nearest the Project Site for this route are the eastbound stop located at the intersection of Santa Monica Boulevard and Sanborn Avenue and the westbound stop located on Sunset Boulevard between Sanborn Avenue and Hyperion Avenue. The service intervals for Metro Rapid 704 are on average 14 minutes eastbound and 13 minutes westbound during peak hours.

SCAG has established a 500-foot buffer to determine a major transit stop, as this distance was assumed to be a reasonable limit that a transit patron would walk to transfer between buses. (SCAG Regional Transit Technical Advisory Committee, October 29, 2014 Staff Report regarding High-Quality Transit Corridor (HQTC) and Major Transit Stop Methodology, included as Attachment C.) Therefore, as the existing

5 SCAG, the City, and Metro define peak hours as between 6 AM and 9 AM and between 3 PM and 7 PM.

6 To determine the eligibility of the bus line, the average number of minutes per trip for each direction is calculated separately. If one or both directions fail to meet the 15-minute frequency limit, the entire bus line is ineligible to be considered for a major transit stop. The total number of trips from the point of origin during peak hours (Monday to Friday) is used. A trip is included if its median time falls within the peak hour. To calculate the median time, the time at trip origin is subtracted from the time at arrival at final station, divided by two, and then added to origin time. The total peak hour time is then divided by the number of trips for the average number of minutes per trip.

<p>bus stops serving the Metro Local 2/302, Local 4, and Rapid 704 lines at the intersection of Sanborn Avenue/Santa Monica Boulevard/Sunset Boulevard are within 500 feet of each other, this intersection constitutes a major transit stop.</p> <p><u>High-Quality Transit Corridor</u> As described above, Metro Local 2/302, which travels along Sunset Boulevard, is a fixed route bus service with service intervals of 15 minutes or less during peak hours in the vicinity of the Project Site. Therefore, this portion of Sunset Boulevard (specifically, the portion between Vermont/Sunset and Echo Park/Sunset) has been designated as a high-quality transit corridor by Metro and SCAG.<sup>7</sup> In addition, nearly the entirety of Santa Monica Boulevard has been designated as a high-quality transit corridor by Metro and SCAG due to the frequency of service of the Metro Local 4 and Rapid 704 lines.<sup>8</sup> The Project Site fronts both Sunset and Santa Monica Boulevards, and as described above, there are bus stops for the 2/302, 4, and 704 lines located at Sanborn Avenue/Santa Monica Boulevard/Sunset Boulevard, immediately proximate to the Project Site. The Project Site is therefore located within one-half mile of at least one high-quality transit corridor.</p> <p>Furthermore, SCAG has identified the Project location as a high quality transit area and transit priority area based on the site’s proximity to high frequency bus service (SCAG, Data Request Maps, High Quality Transit Areas and Transit Priority Areas (Attachment D)). A high quality transit area is defined as “a walkable transit village or corridor, consistent with the adopted RTP/SCS and is within one half-mile of a well-served transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours” (SCAG 2016 RTP/SCS; SCAG Connect SoCal 2020-2045 RTP/SCS). In addition, the City of Los Angeles ZIMAS system identifies the Project Site as being located within a Transit Priority Area, defined as an area within one-half mile of a major transit stop that is existing or planned (City of Los Angeles, Department of City Planning).</p> <p>As such, the Project is consistent with this criterion.</p>					
<p><b>PRC § 21155.1(a). The TPP complies with all of the following environmental criteria:</b></p>	<p>Consistent?</p>				
<p><b>(1) The TPP and other projects approved prior to the approval of the TPP but not yet built can be adequately served by existing utilities, and the TPP applicant has paid, or has committed to pay, all applicable in-lieu or development fees.</b></p>	<table border="1"> <tr> <td data-bbox="1177 1501 1295 1533">Yes</td> <td data-bbox="1295 1501 1421 1533">No</td> </tr> <tr> <td data-bbox="1177 1533 1295 1667">X</td> <td data-bbox="1295 1533 1421 1667"></td> </tr> </table>	Yes	No	X	
Yes	No				
X					

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

8 Ibid. Specifically, the Metro Local 4 route between Nebraska/Sepulveda and Broadway/Venice qualifies as a high-quality transit corridor, and the Metro 704 route between San Vicente/Santa Monica and Santa Monica/Patsaouras Bus Plaza qualifies as a high-quality transit corridor.

The Project would be located in an existing highly urban area served by existing public utilities and services. A considerable increase in demand for services or utilities would not be anticipated with the implementation of the proposed Project since it is located on an existing urban infill location previously developed with a commercial use. The Los Angeles Department of Water and Power (LADWP) provides electricity and water and City of Los Angeles Sanitation (LASAN) provides sewer services and solid waste collection. LASAN also manages the City's storm drain infrastructure. The Southern California Gas Company (SoCalGas) provides natural gas services to the City of Los Angeles and would be expected to serve the Project Site.

Based on the Utility Infrastructure Technical Report: (Utility Report) prepared for the Project by KPFF Consulting Engineers, dated December 2020, included as Attachment N, there is an existing 12-inch water main located in Sunset Boulevard. In addition, there is one existing public hydrant located near the Project Site on Sunset Boulevard. The Project proposes to connect to the existing 12-inch main for domestic service (Attachment N: KPFF Consulting Engineers, Utility Report). As evaluated in the Utility Report, when analyzing a project for infrastructure capacity, the projected demands for both fire suppression and domestic water are considered. While domestic water demand is a project's main contributor to water consumption, fire flow demands have a much greater instantaneous impact on infrastructure and are therefore the primary means for analyzing infrastructure capacity. As provided in the Utility Report, in accordance with City policy, a Service Advisory Request and an Information of Fire Flow Availability were submitted to LADWP to determine the availability of water service for the Project. Based on LADWP's review of the Project, there is sufficient capacity to provide water service to the Project (Attachment N: KPFF Consulting Engineers, Utility Report). In addition, LADWP's 2015 Urban Water Management Plan, which accounts for existing development within the City as well as projected growth through the year 2040, concludes that LADWP would meet all new demand for water due to projected population growth through the year 2040. Furthermore, the Project and other proposed projects would be required to comply with numerous water conservation regulations contained in the LAMC to reduce water consumption (i.e., Ordinance Nos. 166,080; 180,822; 181,480; 181,899; 182,849; 183,608; 183,833; 184,248; and 184,250), and with the California Green Building Standards Code and the City of Los Angeles Green Building Code, which contain standards designed for efficient water use. Specifically, the Project, with inclusion of the required water conservation features, will use approximately 8,220 gallons per day, which is equivalent to approximately 136.8 gallons per household per day (Attachment E: Energy & Water Report, Appendix B). As calculated in the Energy & Water Report, the average residential household water use in 2016 was 317.1 gallons per household per day. Therefore, the water usage for the Project would be approximately 56.9 percent less than the average household..

As discussed in the Utility Report included as Attachment N, the Project Site is served by an existing 8-inch sewer line in Manzanita Street. As discussed in the Wastewater Report, a Sewer Capacity Availability Review (SCAR) that identifies the Project's estimated total flow was submitted to LASAN to verify capacity availability. Based on the approved SCAR, LASAN has confirmed that there is sufficient capacity to service the Project (Attachment N: Utility Report). In addition, the Project's estimated total flow represents far less than one percent of the existing available treatment capacity at the Hyperion Treatment Plant, and therefore does not represent any significant decrease in this capacity.

As discussed in the Utility Report, LASAN's review considers the Project demands on the infrastructure in conjunction with existing conditions and forecasted growth. In addition, the City's Integrated Resources Plan addresses the facility needs of the City's wastewater program, recycled water, and urban runoff/stormwater management through the year 2020, and for the next planning horizon, the City has developed the One Water Los Angeles 2040 Plan. As it relates to wastewater, the One Water LA 2040 Plan includes a Wastewater Facilities Plan that describes the City's existing wastewater infrastructure as well as the recommended improvements to meet future flow conditions, along with a comprehensive capital improvement plan addressing existing system and future system improvements to ensure the adequacy of the City's wastewater infrastructure through the horizon year of 2040.<sup>9</sup> Moreover, as required by LAMC Section 64.15 further detailed gauging and evaluation would be conducted as part of the required building permit process for the project, including the requirement to obtain final approval of an updated SCAR demonstrating adequate capacity. In addition, Project-related sanitary sewer connections and on-site water and wastewater infrastructure would be designed and constructed in accordance with applicable LASAN and California Plumbing Code standards. As such, the Project as well as other projects within the City will continue to be adequately served by the City's existing sewer infrastructure.

As previously described, LASAN also manages the City's storm drain infrastructure. In terms of stormwater runoff, the Project would be expected to decrease the amount of runoff that would flow to nearby storm drains since the Project would provide new landscaping which would capture some of the stormwater, as compared to existing 100 percent impervious condition where all runoff flows from the Project Site. In addition, per City requirements, the Project would be required to comply with the Los Angeles County Department of Public Works Hydrology Manual and the City's Low Impact Development (LID) Ordinance to treat stormwater for pollutants and control runoff at

<sup>9</sup> One Water LA 2040 Plan, Volume 2: Wastewater Facilities Plan, p. ES-1, April 2018.

buildout.<sup>10</sup> Therefore, the Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage system.

With regard to electrical service, LADWP's most recently adopted 2017 Power Strategic Long-Term Resources Plan identifies adequate resources (natural gas, coal) to support future generation capacity over the next 20 years. Data used to develop the LADWP demand forecasts take into account population growth, energy efficiency improvements, and economic growth which includes construction projects. The Project's proposed increases in population, households, and employees are consistent with regional projections. Therefore, electricity usage resulting from the future operation of the Project is accounted for in the LADWP projections. Furthermore, the Project will be required to incorporate energy conservation features and comply with applicable regulations including CALGreen and State energy standards under Title 24, as well as the City's Green Building Code, as necessary. As such, based on LADWP's 2017 Power Strategic Long-Term Resources Plan, the Project can be served by the existing and planned electrical service.

The 2018 California Gas Report presents a comprehensive outlook for natural gas requirements and supplies for California through the year 2035. As with LADWP's 2017 Power Strategic Long-Term Resources Plan discussed above, the 2018 California Gas Report considers changing economics and demographics and trends in growth in various market sectors to plan for future natural gas supplies and infrastructure. The Project's planned units and commercial space is consistent with regional growth forecasts. Therefore, natural gas usage resulting from future operation of the Project as well as other nearby projects is accounted for in the SoCalGas projections. Furthermore, as specifically discussed in the 2018 California Gas Report, SoCalGas projects total gas demand to decline from 2018 to 2035 due to modest economic growth, CPUC-mandated energy efficiency standards and programs, tighter standards created by revised Title 24 Codes and Standards, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure. Consistent with this forecast, pursuant to City and state requirements, the Project would incorporate energy conservation features and comply with applicable regulations including CALGreen and State energy standards under Title 24 and the City's Green Building Code that would continue to reduce the use of natural gas. Lastly, based on SoCalGas' projected 2,833 million cubic feet capacity in 2024, the Project would account for a small percentage of SoCalGas projected additional capacity for the Project's build-out year. As such, based on the 2018 California Gas Report, the Project could be served by the existing and planned natural gas service.

10 The City of Los Angeles has adopted the Los Angeles County, Department of Public Works Hydrology Manual as its basis of design for storm drainage facilities.

<p>Regarding solid waste services, as required by City Ordinance 181,519 (Waste Hauler Permit Program), Project construction waste would be hauled by permitted haulers and taken only to City-certified construction and demolition processing facilities that are monitored for compliance with recycling regulations. In addition, during operation the Project would provide adequate storage areas in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), which requires that development projects include an on-site recycling area or room of specified size. The Project would also comply with State and local solid waste reduction and recycling regulations including AB 939, AB 341, AB 1826 and the City's RENEW LA waste diversion goals.</p> <p>In addition, the Project would be required to pay all applicable permit and development fees pursuant to code requirements and conditions of the Project. The applicable fees include but are not limited to the Los Angeles Unified School District fee in compliance with Senate Bill 50 and parks and recreation fees pursuant to LAMC Sections 12.33 and 21.10.3(a)(1). Thus, the Project is consistent with this criterion.</p>		
<p><b>(2) The site of the TPP does not contain wetlands or riparian areas, does not have significant value as a wildlife habitat, and implementation of the project would not harm protected species.</b></p> <p>The Project is situated in an established, fully-developed mixed-use corridor, adjacent to a large boulevard, and nearby multiple employment centers. The commercially zoned Project Site is currently fully developed with an approximately 9,800 square foot two-story commercial building that has been in existence since 1926 as well as surrounding surface parking areas.</p> <p>Review of the National Wetlands Inventory identified no protected wetlands in the vicinity of the Project Site and the Project Site is not located within a riparian area.<sup>11</sup> Further, as the Project Site is developed and there are no open spaces with water courses such as streams or lakes within or adjacent to the Project Site, the Project Site and vicinity do not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act. Therefore, the Project would not have a substantial adverse effect on wetlands, riparian habitat, or other sensitive natural communities identified in federal, state, or local plans, policies, and regulations.</p>	X	

11 (U.S. Fish and Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: [www.fws.gov/wetlands/Data/Mapper.html](http://www.fws.gov/wetlands/Data/Mapper.html), accessed: May 2020)

<p>Furthermore, the Project Site is not located in or adjacent to a Biological Resource Area as defined by the City.<sup>12</sup> Moreover, the Project Site and immediately surrounding area are not within or near a designated Significant Ecological Area.<sup>13</sup></p> <p>As discussed in the Tree Report prepared for the Project by Carlberg Associates, dated June, 2020, included as Attachment J, there are 3 trees within the Project Site and one offsite street tree. The 3 on-site trees are proposed to be removed to accommodate the development of the Project, and the one street tree may require canopy pruning if equipment access will occur in proximity. The Project would provide at least 22 trees in conformance with the LAMC’s open space requirements, which will ensure greater than 1:1 replacement of the on-site trees that are to be removed. None of the trees are considered protected by the City’s Tree Preservation Ordinance No. 177,044. However, the trees that are to be removed or pruned have the potential to support nesting birds that are protected under the Migratory Bird Treaty Act (MBTA), which prohibits take of all birds and their active nests, as well as the regulations of the California Fish and Game Code. As discussed in Attachment F(a) and F(b), consistent with Mitigation Measures MM-BIO-1(b), MM-BIO-2(b), and MM-BIO-4(b) included in SCAG’s 2016–2040 RTP/SCS Final Program EIR, and consistent with Mitigation Measures PMM BIO-1 through PMM BIO-4 included in SCAG’s 2020–2045 RTP/SCS Final Program EIR, the removal or pruning of trees would occur in accordance with the MBTA and state and local requirements. Thus, the Project would not harm any species protected by the Federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code) and therefore meets this criterion.</p>		
<p><b>(3) The site of the TPP site is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code.</b></p> <p>Government Code Section 65962.5 requires the compilation of a list of hazardous materials sites, commonly referred to as the “Cortese List.” Pursuant to this statutory requirement, the California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. The Regional Water Quality Control Board (RWQCB) maintains a similar database (Geotracker). EnviroStor and Geotracker also provide information on investigation, cleanup,</p>	X	

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

13 Los Angeles County Department of Regional Planning, Planning & Zoning Information, GIS-NET3 online database, website: <http://planning.lacounty.gov/gisnet3>, accessed April 2020.

<p>permitting, and/or corrective actions that are permitted, planned, being conducted, or have been completed under DTSC's and the RWQCB's respective oversight.</p> <p>A preliminary endangerment assessment (PEA) has been prepared, which includes a summary of the prior environmental site assessments conducted for the Project Site, including Phase I and II Environmental Site Assessments (ESAs). The PEA and these prior assessments, which are attached to the PEA, also include environmental database search results for the Project Site, including results from EnviroStor and Geotracker.</p> <p>As described in the Phase I and II ESAs, and summarized in the PEA, the environmental database searches did not identify the Site as being included on any list of hazardous materials facilities or sites, including those compiled pursuant to Section 65962.5 of the Government Code. Specifically, according to Envirostor, no record of known hazardous cleanup or hazardous waste facilities exists on the Project Site. Furthermore, according to GeoTracker, no record of known contamination, leaking underground storage tanks (USTs), or monitoring wells exists on the Project Site, nor has the Project Site been identified as a cleanup site or as permitting hazardous waste by DTSC. In addition, the Project Site has not been identified by CalEPA as a solid waste disposal site having hazardous waste levels outside of the Waste Management Unit. Furthermore, there are no active Cease and Desist Orders of Cleanup and Abatement Orders from the RWQCB associated with the Project Site, and the Project Site is not subject to corrective action pursuant to the California Health and Safety Code, as it has not been identified as a hazardous waste facility. Accordingly, as reflected in the PEA and prior ESAs, the Project Site is not located on any list of hazardous waste sites pursuant to Section 65962.5 and would not result in a significant hazard to the public or environment (Attachment H).</p>		
<p><b>(4) The site of the TPP is subject to a preliminary endangerment assessment prepared by a registered environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity.</b></p> <p><b>(a) If a release of a hazardous substance is found to exist on the site, the release shall be removed or any significant effects of the release shall be mitigated to a level of insignificance in compliance with state and federal requirements;</b></p> <p><b>(b) If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with state and federal requirements.</b></p>	<p>X</p>	

As part of the PEA as well as the prior site assessments (Attachment H), the previous uses of the Project Site and nearby properties were evaluated to identify any historically recognized environmental conditions and to determine the existence of hazardous substance releases on the Project Site and also determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity. The PEA's description of the property as well as its hazards-related determinations are summarized below for the Project Site.

4100 Sunset Boulevard (Project Site)

4100 Sunset Boulevard is currently improved with a two-story commercial/light industrial building; the current building uses (first floor: office/warehouse with storage and office mezzanine areas; second floor with lounge-type bar, office, storage and walk-in refrigerator) would be expected to use negligible volumes of hazardous materials. However, the building's historic uses as a welding shop, brake/muffler service, and automobile repair shop suggest the use of hazardous materials. Accordingly, a Limited Site Investigation including soil and groundwater sampling was completed in 2008. Total petroleum hydrocarbons (TPH) were detected at two of the soil sampling locations, but at levels well below respective Regional Screening Levels (RSLs), and volatile organic compounds (VOCs) were not detected in any of the samples. Groundwater sampling results indicated that VOC and metals are below applicable Environmental Screening Levels (ESLs) and maximum contaminant levels while some TPH concentrations exceeded applicable ESLs. However, the Phase II investigation determined that samples from the Site are biased towards heavy-chain hydrocarbons, which would not be typical for a release associated with a service station since the heavy-chain hydrocarbons are not very mobile. It also stated that the Site is located within approximately one mile of a methane buffer zone. Based on this, the distribution of TPH carbon chain ranges, and the absence of significant metal concentrations in groundwater (which would be suggestive of a petroleum hydrocarbon release), TPH in groundwater at the Site is considered to be naturally occurring and, therefore, not considered a chemical of potential concern (COPC).

The non-residential uses surrounding 4100 Sunset Boulevard include various retail/commercial, automobile repair/service, a gasoline station, dry cleaners, printing manufacturing, a print press, taxidermy, automobile body shops, and manufacturing. Several of these facilities were identified as EDR Exclusive historic auto stations and dry cleaning facilities; however, based upon the lack of evidence of releases from these sites as well as the results of the limited site investigation performed in 2008, these adjacent uses are not considered recognized environmental conditions (RECs).

Accordingly, the PEA prepared for the Project Site concluded that the low levels of contaminants identified should not be considered COPCs and would not result in human health impacts for potential future receptors. Therefore, no further investigation is necessary.

Notwithstanding, consistent with Mitigation Measures MM-HAZ-1(b) and MM-HAZ-4(b) included in SCAG's 2016–2040 RTP/SCS Final Program EIR, and consistent with Mitigation Measure PMM HAZ-4 included in SCAG's 2020 RTP/SCS Final PEIR, given the past presence of auto-related uses upon a portion of the Project Site, Project measure PM-HAZ-4 would be implemented for the Project to require that a soils management plan be prepared in the event that contaminated soil may be identified during Project construction activities. Implementation of this Project measure will ensure that potential exposure to hazardous materials contained in the Project Site's soils would be less than significant.

Asbestos Containing Materials (ACM) and Lead Based Paint (LBP)

In addition to the PEA's assessment of potential CPOCs at the Project Site, a prior Phase I ESA prepared in 2007 included a limited visual survey for ACM, which identified some suspect ACM located at both the interior and exterior of the building. While the suspect ACM in both observed locations was in good condition (i.e., not friable/easily crumbled), the Phase I recommended that a thorough survey be performed prior to the physical disturbance of suspect/presumed ACM. Moreover, based upon the age of the existing structures on the Project Site, LBP is presumed to exist. The South Coast Air Quality Management District (SCAQMD) and California Occupational Safety and Health Administration (Cal/OSHA) require that all confirmed ACM be removed by a Cal/OSHA registered abatement contractor prior to any demolition activities, which may disturb the material. In addition, all identified LBP is required to be abated in accordance with applicable City, State, and federal regulations. As discussed in Attachment F(a) and F(b), consistent with Mitigation Measures MM-HAZ-1(b) and MM-HAZ-4(b) included in SCAG's 2016–2040 RTP/SCS Final Program EIR, and consistent with Mitigation Measures PMM-HAZ-1 through PMM-HAZ-4 included in SCAG's 2020 RTP/SCS Final PEIR, Project measures PM-HAZ-1 through PM-HAZ-3 would be implemented for the Project to ensure that comprehensive surveys and investigations are performed to identify ACM and LBP at the Project Site prior to demolition activities, and that Project workers are informed of the existing ACM survey results and receive appropriate training to abate ACM and LBP in compliance with all applicable regulations in order to avoid exposure. With compliance with applicable regulatory requirements and the identified Project measures, implementation of the Project would not result in impacts pertaining to the release of or exposure to ACM or LBP.

<p>With implementation of these Project measures as well as compliance with applicable regulatory requirements, implementation of the Project would not result in impacts pertaining to the release of or exposure to hazardous substances. Therefore, the Project meets this criterion.</p>		
<p><b>(5) The TPP does not have a significant effect on historical resources pursuant to Section 21084.1.</b></p> <p>GPA Consulting (GPA) was retained to identify historical resources on and in the vicinity of the Project Site to assess any potential impacts the Project may have on identified historical resources. As the Project would involve new construction, GPA established a study area to account for impacts on historical resources that may be identified in the vicinity. The study area includes the Project Site, the adjacent parcels, and the parcels directly across the street. As discussed in the Historical Resource Technical Report prepared for the Project by GPA Consulting, dated April 2020, included in Attachment K, the existing building on the Project Site is not currently listed under national, state, or local landmark or historic district programs. Furthermore, it was not identified in any previous historic resource surveys, including the City's SurveyLA program. A records search prepared by the South Central Coastal Information Center revealed no prior evaluations of any of the properties comprising the Project Site or Study Area.</p> <p>Given the fact that the existing building at the Project Site is over 45 years of age, GPA evaluated it as potential historical resource under CEQA by assessing the eligibility of the property for national, state, and local landmark and historic district designation. After careful inspection, investigation, and evaluation, GPA concluded that the existing building located at the Project Site is ineligible for listing in the National Register of Historic Places, California Register of Historical Resources, as well as ineligible for designation as a Los Angeles Historic-Cultural Monument for lack of historical significance, architectural distinction and integrity. Thus, the property is not a historical resource as defined by CEQA. As the existing building on the Project Site that would be removed does not meet the definition of a historical resource according to CEQA, the Project would have no direct impacts on historical resources.</p> <p>The indirect impacts from the Project were also analyzed by GPA and it was concluded that the Project would have no indirect impacts on historical resources as there are none in the Study Area. Therefore, no historical resources would be materially impaired by the Project, and no mitigation is required or recommended</p>	<p>X</p>	
<p><b>(6) The TPP site is not subject to any of the following:</b></p> <p style="padding-left: 40px;"><b>(a) A wildland fire hazard, as determined by the Department of Forestry and Fire Protection, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a wildland fire hazard.</b></p>	<p>X</p>	

As described above and recognized in the 2016 RTP/SCS and 2020 RTP/SCS, the Project Site is located in a highly urbanized area of the City. The Project Site is not located within a Very High Fire Hazard Severity Zone pursuant to the City's ZIMAS system, nor is it located within a designated Fire Buffer Zone or Mountain Fire District by the 1996 City of Los Angeles General Plan's Safety Element.<sup>14</sup> Therefore, the Project Site is not subject to a wildland fire hazard, and the Project meets this criterion.

**(b) An unusually high risk of fire or explosion from materials stored or used on nearby properties;**

As concluded by the prior Phase I and II environmental site assessments prepared for the Project and summarized in the PEA (Attachment H), there are a limited number of sites of environmental concern in the vicinity of the Project Site. However, due to the distance from these sites to the Project Site and the lack of observed hazardous conditions based on a visual survey of the most proximate sites, the risk of fire or explosion is not considered to be high. Moreover, due to the general cross- and up-gradient locations of these sites in relation to the Project Site the lack of evidence regarding prior releases of hazardous materials, the risk of release of hazardous materials from these identified sites is considered unlikely. In addition, the Project Site is not located in a City-designated Methane Zone or Methane Buffer Zone. Accordingly, the Project Site is not subject to an unusually high risk of fire or explosion from materials stored or used on nearby properties or a risk of public health hazard in excess of federal or state standards. Therefore, the Project meets this criterion.

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

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

<sup>14</sup> City of Los Angeles, ZIMAS, 2020. Parcel information for 4100 Sunset Boulevard. Available at: <http://zimas.lacity.org/>, accessed May 2, 2020.

<p><b>(d) Seismic risk as a result of being within a delineated earthquake fault zone, as determined pursuant to Section 2622, or a seismic hazard zone, as determined pursuant to Section 2696, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of an earthquake fault or seismic hazard zone.</b></p> <p>The Project Site is not located within a currently established Alquist-Priolo Earthquake Fault Zone or a fault zone mapped by the State Geologist pursuant to the Seismic Hazard Mapping Act.<sup>15</sup> Additionally, the Project Site is not located within a City-designated Fault Rupture Study Area, as identified in the City of Los Angeles Safety Element of the General Plan or in the City’s ZIMAS System.<sup>16,17</sup> Per ZIMAS, no active faults are known to pass through the immediate project vicinity, and the Project is located approximately 0.18 km from the Upper Elysian Park Blind Thrust Fault.<sup>18</sup> Furthermore, a Geotechnical Feasibility Study (Geology Report) was prepared for the Project Site by Terracon, dated January 15, 2008 (updated January 13, 2015), included as Attachment L, which concluded that there are no known active faults or potentially active faults that cross the Project Site. Therefore, the potential for surface fault rupture hazard at the Project Site is considered low. Therefore, the Project would not result in seismic risk as a result of being within a delineated earthquake fault zone or a seismic hazard zone, and the Project meets this criterion.</p>	
<p><b>(e) Landslide hazard, flood plain, flood way, or restriction zone unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a landslide or flood.</b></p> <p>The Project Site is located in a City-designated Bureau of Engineering (BOE) Hillside Grading Area and is therefore subject to supplemental grading regulations regarding export of earth materials and planting and irrigation of slopes. However, none of the Project Site is identified as being within a potential landslide area. The Project Site is also not within a liquefaction zone, a fault rupture study area, or a tsunami inundation zone.<sup>19</sup> Additionally, according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel #06037C1610F, the Project Site is located outside of any Special Flood</p>	

15 City of Los Angeles, ZIMAS, 2020. Parcel information for 4100 Sunset Boulevard. Available at: <http://zimas.lacity.org/>, accessed May 2, 2020.

16 City of Los Angeles, Department of City Planning. City of Los Angeles General Plan, Safety Element. 1996. Available at: <https://planning.lacity.org/cwd/gnlpln/saftyelt.pdf>, accessed May 2, 2020.

17 City of Los Angeles, ZIMAS, 2020. Parcel information for 4100 Sunset Boulevard. Available at: <http://zimas.lacity.org/>, accessed May 2, 2020.

18 City of Los Angeles, ZIMAS, 2020. Parcel information for 4100 Sunset Boulevard. Available at: <http://zimas.lacity.org/>, accessed May 2, 2020.

19 City of Los Angeles, ZIMAS, 2020. Parcel information for 4100 Sunset Boulevard. Available at: <http://zimas.lacity.org/>, accessed May 2, 2020. See also California Geological Survey, Hollywood Quadrangle Seismic Hazard Zones map, March 25, 1999, available at [https://gmw.conservation.ca.gov/SHP/EZRIM/Maps/HOLLYWOOD\\_EZRIM.pdf](https://gmw.conservation.ca.gov/SHP/EZRIM/Maps/HOLLYWOOD_EZRIM.pdf), accessed May 26, 2020.

<p>Hazard Areas (SFHAs) and is identified as being within Zone X, which are areas determined to be outside of the 0.2 percent annual chance flood hazard.<sup>20</sup> Furthermore, no wetlands or bodies of water exist at the Project Site or adjoining/immediately surrounding properties and therefore, the risk of flooding from a seismically induced seiche is remote. Therefore, the Project would not result in landslide hazard, flood plain, flood way, or restriction zone impacts, and the Project meets this criterion.</p>		
<p><b>(7) The TPP site is not located on developed open space.</b></p> <p><b>(a) For the purposes of this paragraph, “developed open space” means land that meets all of the following criteria:</b></p> <ul style="list-style-type: none"> <li><b>i. Is publicly owned, or financed in whole or in part by public funds.</b></li> <li><b>ii. Is generally open to, and available for use by, the public.</b></li> <li><b>iii. Is predominantly lacking in structural development other than structures associated with open spaces, including, but not limited to, playgrounds, swimming pools, ballfields, enclosed play areas, and picnic facilities.</b></li> </ul> <p>The Project Site does not meet any of the above requirements, as it is privately owned, and not open to or available for use by the public. The Project Site is designated and zoned for commercial and multi-family residential uses and is not designated or zoned for open space purposes. Moreover, the Site is currently fully developed with an approximately 9,800 square foot two-story commercial building and surrounding surface parking areas, and is not currently utilized for open space purposes or active or passive recreational facilities. There is limited landscaping within and surrounding the Project Site, primarily consisting of minimal ornamental landscaping. Surrounding properties share the same land use and zoning designations as the Site, and are built out with commercial and residential uses, and do not contain public open space areas. Therefore, the Project Site is not located on developed open space, and the Project meets this criterion.</p>	X	
<p><b>(8) The buildings in the TPP are 15 percent more energy efficient than required by Chapter 6 of Title 24 of the California Code of Regulations, and the buildings and landscaping are designed to achieve 25 percent less water usage than the average household use in the region.</b></p>	X	

<sup>20</sup> Although Exhibit F of the City of Los Angeles Safety Element, which was published in 1996, depicts a 500-year flood plain area in close proximity to the Project Site, FEMA’s FIRM map encompassing the vicinity of the Project Site, which was last validated in 2018, confirms that the Project Site is located outside any flood hazard area. See <https://msc.fema.gov/portal/search?AddressQuery=4100%20sunset%20blvd%2C%20los%20angeles%2C%20ca#searchresultsanchor>, Accessed May 26, 2020.

<p>As shown by the Energy &amp; Water Report prepared for the Project (Attachment E), the Project's energy use would be 15.6 percent less than the standards required by Title 24, Part 6 (2019). Moreover, the Project's water use would be 56.9 percent below the regional baseline. The Project would achieve its energy efficiency through the implementation of multiple measures including, but not limited to, enhanced exterior wall and roof insulation, high-reflectance roofing, overhanging balconies for solar shading, high performance windows, daylighting controls and other forms of high-efficiency lighting, high-efficiency heating, ventilation, and air conditioning (HVAC) systems, and centralized hot water system and high-efficiency water fixtures. The Project would achieve its water efficiency through multiple measures including high efficiency water-using appliances such as clothes washers and dishwashers, low flow fixtures and faucets, and efficient irrigation systems. Thus, the Project meets this criterion.</p>		
<p><b>PRC § 21155.1(b). The TPP complies with all of the following land use criteria:</b></p>	Consistent?	
	Yes	No
<p><b>(1) The site of the TPP is not more than eight acres in total area.</b></p> <p>The proposed Project would develop a total of 0.62 acre. Therefore, the Project Site is less than eight acres in total area, and the Project meets this criterion.</p>	X	
<p><b>(2) The TPP does not contain more than 200 residential units.</b></p> <p>The Project would include the development of one mixed-use residential building, which would include 91 residential units. Therefore, the Project would not contain more than 200 residential units, and meets this criterion.</p>	X	
<p><b>(3) The TPP does not result in any net loss in the number of affordable housing within the project area.</b></p> <p>No market-rate, rent-stabilized, or deed-restricted affordable housing units currently exist on the Project Site, as it is currently improved with an approximately 9,800 square foot two-story commercial building and surrounding surface parking areas. Therefore, no deed-restricted affordable housing would be lost as a result of the development of the Project. The proposed Project would provide 8 affordable units (of at least one bedroom each) to families of very low income for at least 55 years. Therefore, the Project meets this criterion.</p>	X	
<p><b>(4) The TPP does not include any single level building exceeding 75,000 square feet.</b></p> <p>The proposed Project would develop an 80,670 sf six-story building. Therefore, the Project does not include any single-level building exceeding 75,000 sf, and meets this criterion.</p>	X	

<p><b>(5) Any applicable mitigation measures or performance standards or criteria set forth in the prior environmental impacts, and adopted in findings, have been or will be incorporated into the TPP.</b></p> <p>There are no prior certified EIRs or other environmental documents prepared specifically for the Project Site. As a new mixed-use residential and commercial project to be developed at an urban infill site that directly fronts a SCAG-identified high quality transit corridor and within a SCAG-identified High Quality Transit Area (as well as Transit Priority Area), the most relevant prior EIRs for the Project are the SCAG 2016 RTP/SCS Final PEIR, which was adopted in April 2016, and the SCAG 2020 RTP/SCS Final PEIR. The PEIRs include a Mitigation Monitoring and Reporting Program (MMRP), which provides a list of mitigation measures SCAG determined a lead agency can and should consider, as applicable and feasible, where the agency has identified that a project has the potential for significant effects).<sup>21,22</sup></p> <p>While the SCAG mitigation measures should only be applied to projects that have the potential for significant effects, a discussion of applicability of these measures is also contained in Attachment F(a) and Attachment F(b). As described therein, many of the mitigation measures identified by SCAG would not apply to the Project and, therefore, would not be incorporated. In addition, as discussed in Attachment F(a) and Attachment F(b), the Project will already substantially comply with a number of the MMRP’s mitigation measures through its required compliance with various State, regional, and local regulatory requirements, as well as its implementation of various conditions of approval. The 2016RTP/SCS PEIR MMRP and the 2020 RTP/SCS PEIR MMRP also include various mitigation measures at the regional level that would be implemented by SCAG and are therefore not discussed in Attachment F(a) or Attachment F(b).</p>	X	
<p><b>(6) The TPP is determined not to conflict with nearby operating industrial uses.</b></p> <p>According to ZIMAS, there is one property designated for Limited Manufacturing land uses and zoned M1-1 (Limited Industrial) located approximately 1,600 feet northwest of the Project Site, measured as the crow flies.<sup>23</sup> This property is owned and operated by the Church of Scientology as a digital media production and broadcasting facility,</p>	X	

21 SCAG, 2016-2040 RTP/SCS PEIR, Exhibit B Mitigation Monitoring and Reporting Program, available at: [http://scagrtpscs.net/Documents/2016/peir/final/2016fPEIR\\_ ExhibitB\\_MMRP.pdf](http://scagrtpscs.net/Documents/2016/peir/final/2016fPEIR_ ExhibitB_MMRP.pdf), 2016, accessed May 2, 2020.

22 SCAG, Connect SoCal 2020-2045 RTP/SCS PEIR, Exhibit A Mitigation Monitoring and Reporting Program, available at: [https://www.connectsocial.org/Documents/PEIR/certified/Exhibit-A\\_ConnectSoCal\\_PEIR.pdf](https://www.connectsocial.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf), 2020, accessed September 24, 2020.

23 City of Los Angeles, ZIMAS, 2020. Parcel information for 4100 Sunset Boulevard. Available at: <http://zimas.lacity.org/>, accessed May 2, 2020.

<p>which is not a type of industrial or manufacturing use that would typically present conflicts with nearby commercial or residential uses (existing residential uses are immediately adjacent to this property to the east). Due to the distance between this property and the Project Site, as well as the density of existing intervening development consisting of commercial and both single-family and multi-family residential uses along Hoover Street and Sunset Boulevard, there is no significant potential for a land use or operational conflict occurring between the Project and this property.</p> <p>In addition, there is another property designated for Commercial Manufacturing land uses and zoned CM-1VL (Commercial Manufacturing) located approximately 1,100 feet southwest of the Project Site, measured as the crow flies. However, this property is current predominantly improved with residential dwelling and adult day care health facilities, with some adjacent minor auto-related uses, and therefore does not reflect a type of industrial or manufacturing use that would typically present conflicts with nearby commercial or residential uses. Moreover, due to the distance between this property and the Project Site, as well as the density of existing intervening development consisting of commercial and residential uses along Santa Monica Boulevard, there is no significant potential for a land use or operational conflict occurring between the Project and this property. Accordingly, the Project would not conflict with any nearby operating industrial uses, and meets this criterion.</p>		
<p><b>(7) The TPP is located within one-half mile of a rail transit station or a ferry terminal included in a RTP or within one-quarter mile of a high-quality transit corridor included in a RTP.<sup>24</sup></b></p> <p>As described above, Metro Local 2/302, which travels along Sunset Boulevard, is a fixed route bus service with service intervals of 15 minutes or less during peak hours in the vicinity of the Project Site. In addition, as also described above, both the Metro Local 4 and Rapid 704 lines have service intervals of 15 minutes or less during peak hours along Santa Monica Boulevard in the vicinity of the Project Site. Therefore, the portions of Sunset Boulevard and Santa Monica Boulevard in the vicinity of the Project Site qualify as high-quality transit corridors, and in fact have both been designated as high-quality transit corridors by Metro and SCAG.<sup>25</sup> Specifically, the Project Site fronts both Sunset Boulevard and Santa Monica Boulevards, and stops for the 2/302, 4, and 704 lines are located at Sunset Boulevard/Santa Monica Boulevard/Sanborn Avenue, directly proximate to the Project Site. The Project Site is therefore located within one-quarter mile of a high-quality transit corridor, and the Project meets this criterion.</p>	X	

24 See Attachment A for HQTAs figure identifying the Project Site as being within one-quarter mile of a high quality transit corridor  
25 SCAG Regional Transit Technical Advisory Committee, April 29, 2015 Presentation regarding 2016-2040 RTP/SCS High Quality Transit Corridors, included as Attachment I.

PRC § 21155.1(c). The TPP complies meets at least one of the following three criteria:	Consistent?	
	Yes	No
<p><b>(1) The TPP meets both of the following:</b></p> <p><b>(a) At least 20 percent of the housing would be sold to families of moderate income, or not less than 10 percent of the housing would be rented to families of low income, or not less than 5 percent of the housing is rented to families of very low income.</b></p> <p><b>(b) The TPP developer provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of the housing units for very low, low-, and moderate-income households at monthly housing costs with an affordable housing cost or affordable rent, as defined in Section 50052.5 or 50053 of the Health and Safety Code, respectively, for the period required by the applicable financing. Rental units shall be affordable for at least 55 years. Ownership units shall be subject to resale restrictions or equity sharing requirements for at least 30 years.</b></p> <p>The Project will provide approximately nine percent of its total units (8 affordable units of 91 total units) to families of very low income for at least 55 years. Pursuant to Senate Bill 1818 (Government Code Section 65915), LAMC Section 12.22A25 and the Project's conditions of approval, the Applicant shall record a covenant against the subject property ensuring the continued availability and use of the Project's 8 very low income units for a 55-year period. Therefore, the Project meets this criterion.</p>	X	