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LAND USE ENTITLEMENTS □ LITIGATION □ MUNICIPAL ADVOCACY

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December 1, 2014

BY EMAIL AND HAND DELIVERY

The Honorable Planning and Land Use
Committee of the Los Angeles City Council
Room 395 City Hall
200 N. Spring Street
Los Angeles, California 90012

Re: 6230 Yucca Street/DIR-2012-2767-CLQ

Dear Committee Members:

We represent 6230 Yucca, LLC, the owner of the above-referenced property. For the reasons set forth in our November 10, 2014 letter, we respectfully request that you:

1. Grant in part and deny in part the appeal by George Abrahams on behalf of the Argyle Civic Association of the Planning Director's June 21, 2013 "Q" Condition Clarification;
2. Sustain the Planning Director's (a) approval of the "Q" Condition Clarification, as modified below; (b) determination that the previously certified Environmental Impact Report (EIR) ENV-2006-6941-EIR, together with the March 2013 Addendum to the Final Impact Report, is adequate environmental clearance for the Director's Determination and complies with CEQA; and (c) adoption of CEQA findings under State CEQA Guidelines 15162, 15163, and 15164 that no further environmental review is required for the project.
3. Further clarify the Q Conditions to reflect the Director's Site Plan Review approval dated September 26, 2014:
 - a. Delete "Q" Condition No. 3 in its entirety;
 - b. Revise "Q" Condition No. 4 as follows:
 4. **Site Plan.** Prior to the issuance of any building permit, detailed development plans, including a complete landscape and irrigation plan and a parking area and driveway plan, shall be submitted to the Planning Department for review and sign-off clearance. These plans shall be in substantial conformance with the plot

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plan, elevations and landscape plans ~~dated December 13, 2007, attached to the administrative file approved by the Director in the September 26, 2014 Site Plan Review approval.~~ The plans shall comply with applicable provisions of the Municipal Code, the subject conditions herein and the intent of the subject permit authorization.

- c. Revise the first two sentences of “Q” Condition No. 5 as follows:

5. **Parking.** The project shall provide at a minimum the number of spaces required under LAMC Sections 12.21-A.4(a) and 12.21-A.4(x). ~~A minimum of 242 parking spaces shall be provided.~~ The number of spaces provided, their location and access shall be in substantial conformance with the project plans approved by the Director in the September 26, 2014 Site Plan Review approval, marked Exhibit B1-5 and attached to the administrative file. ~~Parking designated for office use shall be made available after hours to support reductions in "over-flow" parking into residential areas.~~

- d. Revise the first sentence of “Q” Condition No. 10 as follows:

10. The design of the project shall be in substantial conformance with the site plans and elevations approved by the Director in the September 26, 2014 Site Plan Review approval ~~dated November 9, 2007 attached to the administrative file.~~

4. Adopt the attached CEQA findings.

Thank you for your consideration. Please do not hesitate to contact us if you require any additional information.

Very truly yours,



Dale J. Goldsmith

cc: Councilman Mitch O’Farrell’s Office
Department of City Planning
City Attorney
6230 Yucca, LLC

DIR-2012-2767-CLQ
ADDENDUM - ENV-2006-6941-EIR
6230 Yucca Street

FINDINGS OF FACT (CEQA)

HAVING RECEIVED, REVIEWED, AND CONSIDERED THE FOLLOWING INFORMATION, AS WELL AS ALL OTHER INFORMATION IN THE RECORD OF PROCEEDINGS ON THIS MATTER, THE CITY COUNCIL OF THE CITY OF LOS ANGELES HEREBY FINDS, DETERMINES, AND DECLARES AS FOLLOWS:

I. PROJECT BACKGROUND AND CEQA PROCESS

A. Approved Project Description, History and CEQA Compliance

The City of Los Angeles previously certified the Environmental Impact Report State Clearinghouse No. 2006101025, dated August 16, 2007 (the “EIR”), for the project described below, finding it in compliance with the California Environmental Quality Act (“CEQA”), Public Resources Code Section 21000 et seq.

The Yucca Street Condos project as analyzed in the EIR (the “Original Project”) would replace an underutilized 18,614 square-foot office and radio station building and surface parking lot with an approximately 114,252 square-foot mixed-use development at 6230 Yucca Street in Hollywood (the “Project Site”). The Original Project would be approximately 185 feet in height (16 stories), including a mechanical penthouse and emergency helistop on the roof.

The single proposed structure was roughly rectangular in shape and was oriented with the tallest portions of the building towards the center of the Project Site. The Original Project included approximately 13,790 square feet of commercial (office) uses and 95 condominium units, which included 10 live/work units and a mixture of studio, one- and two-bedroom units, and 14,806 square feet of open space. The condominium units ranged in size from approximately 765 square feet to approximately 1,916 square feet. The live/work spaces were three story units, and the condominiums on floors eight through 11 were two-story “townhouse” units. The Original Project provided 242 parking spaces (contained in 2.5 subterranean levels and three levels above grade) as required by the Los Angeles Municipal Code (“LAMC”) and the City’s Parking Policy for condominiums, with access to the building parking provided off Argyle Avenue.

Based on the City’s Environmental Review Committee, the City determined an EIR was necessary to analyze the potential environmental effects of the proposed project. The Notice of Preparation (“NOP”) for a draft EIR (the “Draft EIR”) was circulated for a 30-day review period starting on October 6, 2006, and ending on November 6, 2006. Based on public comments in response to the NOP and a review of environmental issues by the City, the Draft EIR analyzed the following environmental impact areas:

- Aesthetics
- Air Quality
- Cultural Resources (Historic, Paleontological and Archaeological Resources)
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality

- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Transportation and Traffic
- Utilities and Service Systems

On April 9, 2007, the City released the Draft EIR for public comment. The comment period was 45 calendar days, ending on May 23, 2007. The lead agency also accepted comment letters after the comment period closed. The lead agency received three written comments on the Draft EIR from public agencies, groups and individuals. Responses to all comments received between April 9, 2007 and May 23, 2007 are included in the Final EIR.

The City Planning Commission (“CPC”) held a duly noticed public hearing on December 13, 2007, and issued a February 12, 2008 determination in which the CPC approved some of the Applicant’s requests and denied others. The CPC took the following actions regarding the applications:

- Certified Environmental Impact Report No. 2006-6941-EIR (the “EIR”);
- Approved a Zone Change as follows:
 - Amended the existing [D] Development Limitation (“D Limitation”) to allow a floor area ratio (“FAR”) not to exceed 4.5 to 1 (in lieu of the existing FAR limit of 3 to 1);
 - Approved a (Q) condition to, among other things, adopt the proposed Site Plan, limit FAR at the Site to 4.5 to 1 and require a minimum of 242 on-site parking spaces; and
 - Approved a (T) classification to require consultation with appropriate City agencies regarding any necessary dedication and/or improvements, such as street trees, street lighting, sewers and drainage;
- Approved Site Plan Review findings; and
- Denied without prejudice an Adjustment to permit 0 side yards—ruling that such an adjustment is unnecessary because ground floor uses are commercial.

On March 1, 2008, Maureen B. Schultz, on behalf of EMI Music North America (“EMI”) filed an appeal of the CPC Determination. On or about March 1, 2008, James McQuiston filed an appeal of the CPC determination.

On April 15, 2008, the City Council’s Planning and Land Use Management (“PLUM”) Committee heard and denied the both appeals, and resolved to uphold the CPC determination and recommend approval of the Zone Change to the City Council.

In addition to the analysis of noise and vibration impacts provided in the Final EIR, an EIR Addendum was prepared in June 2008, which provided further analysis of noise and vibration impacts to the Capitol Records site. The 2008 Addendum was prepared in response to EMI’s concerns regarding the construction and operational noise and vibration impacts of the Original Project on EMI’s recording studio echo chambers. In response to EMI’s concerns, additional information was developed from on-site studies, technical and expert noise and vibration

analysis and reports, on-site noise and vibration measurements, and consultation with EMI's noise consultants and recording engineers. The additional information and analysis contained in the 2008 Addendum supports the conclusions of the EIR that (1) the Original Project would cause a temporary significant and unavoidable construction-related noise and vibration impact to the Capitol Records site, and (2) impacts to the Capitol Records site due to operation of the Original Project would be less than significant. In addition, the Applicant volunteered to comply with additional mitigation measures to further reduce impacts related to the Capitol Records site.

On August 7, 2008, the City Council adopted the PLUM Committee recommendation, recertified the EIR with the 2008 Addendum, and imposed additional conditions of approval intended to provide further protection to EMI during construction. On or about August 11, 2008, a Notice of Determination was filed and posted with the County Clerk. The 30-day statute of limitations for a CEQA challenge ran without such a challenge having been filed.

In 2010, the Applicant began to implement the Original Project by demolishing the existing office/radio station building on the site. However, due to adverse market conditions arising from the recession, the Applicant was unable to proceed further and temporarily placed the Original Project on hold.

B. Revisions to the Original Project

Due to the changing real estate market conditions, the Applicant made minor changes to the Original Project. Specifically, the Applicant proposed 111,558 square feet, with 13,442 square feet of commercial space, and 116 apartment units within a 16-story, 173 foot, 11 inch tall building and 208 spaces in two subterranean and three above grade levels of parking (the "Revised Project").

On October 5, 2012, the Applicant submitted to the City an application for a [Q] Condition Clarification to reflect the change from for sale condominiums to rental apartments, and to reduce the minimum amount of parking to reflect apartment rather than condominium requirements. The Department of City Planning, acting as lead agency, determined that an Addendum to the certified EIR was the appropriate level of CEQA review for the [Q] Condition Clarification request.

On June 21, 2013, the Planning Director approved the March 2013 Addendum ("Addendum"), finding "that the previously certified Environmental Impact Report ENV-2006-6941-EIR, together with the Addendum to the Final Impact Report, dated March 2013, is adequate environmental clearance and complies with the CEQA," and approved the requested [Q] Condition Clarification. On July 10, 2013, George Abrahams, on behalf of the Argyle Civic Association ("Appellant"), appealed the [Q] Condition Clarification (the "Appeal").

During the pendency of the Appeal, the Applicant continued to refine the project to reflect current market conditions. Specifically, the Applicant now proposes 116 apartment units and 2,235 square feet of commercial space within a 17-story building (the "Current Project"). The Current Project has more units than the Original Project, but the same number as the Revised Project. Like the Original Project and the Revised Project, the Current Project's density remains below the 127 units permitted under the current zoning for the site. The Current Project would have essentially the same floor area (114,136 square feet) as the Original Project (114,252 square feet.) The Current Project's building footprint is also substantially the same as the Original Project and the Revised Project.

The Current Project would be 17 stories (one more than the Original Project and the Revised Project).

Project) due to a change in the floor to floor heights and modifications to the parking garage. However, the Current Project would only be 174 feet in height, which is less than the Original Project's height of almost 185 feet and essentially the same as the Revised Project. The Current Project would include one subterranean and four above-grade levels, which is 1.5 fewer subterranean levels than the Original Project and one fewer than the Revised Project. The amount of subterranean parking area would be reduced by about 50 percent when compared to the Original Project, so the total amount of grading, excavation, and hauling would be less than the Original Project. It would also be less than the Revised Project.

The number of parking spaces for the Current Project would comply with the parking requirements under the Los Angeles Municipal Code ("LAMC"). The Current Project would provide at least 12,200 square feet of open space, consistent with LAMC requirements.

On September 26, 2014, the Planning Director approved the Addendum and Site Plan Review for the Current Project. This action was not appealed.

CAJA, Inc. has prepared a Technical Memorandum dated October 2014 (the "Technical Memorandum") analyzing the environmental impacts of the Current Project and the changes from both the Original Project and the Revised Project.

On [REDACTED], the City Council PLUM Committee considered the Appeal at a duly noticed public hearing, along with all other public testimony and documentation submitted with regard to the Appeal. The PLUM Committee recommended that the full City Council deny the Appeal in its entirety and uphold approval of the Current Project and the Addendum.

C. Current Environmental Setting and Baseline

The environmental setting in which the Current Project would be built and operated has not substantially changed since October 4, 2006, when the NOP was published for the EIR. The date the NOP is published establishes the date of the environmental baseline for the project analysis. Nevertheless, as set forth below, additional Greenhouse Gas Emissions, Geotechnical, and Traffic analyses have been prepared and are included in the Addendum and the Technical Memorandum.

On June 19, 2012, the City Council approved an update to the Hollywood Community Plan and a related zoning ordinance (the "Community Plan Update). However, the Community Plan Update was subject to a lawsuit and subsequently invalidated by court order. As described in the Technical Memorandum, the Current Project would be consistent with the 1988 Hollywood Community Plan (which the City Council reinstated following invalidation of the Community Plan Update), and none of the approvals for the Current Project derive from the Community Plan Update. Therefore, the invalidation of Community Plan Update has no effect on the Current Project and would not change any of the conclusions of the EIR.

On December 29, 2011, the California Supreme Court issued its decision in *California Redevelopment Association v. Matosantos*. The decision upheld recently enacted state law dissolving all California redevelopment agencies, including the CRA/LA, and made the dissolution of the agencies effective February 1, 2012. However, the City has elected to continue CRA/LA land use approval authority through the Designated Local Authority (DLA). The City is currently processing transfer of land use authority from the DLA to the City Planning Department. As described in the Technical Memorandum, the Current Project would be consistent with the Redevelopment Plan. Therefore, the dissolution of the CRA/LA has no effect on the Current Project and would not change any of the conclusions of the EIR.

Finding. The surrounding environment, regulatory framework, and land use plans surrounding the Original Project, both with respect to surrounding uses and applicable land use plans, have not changed so fundamentally as to warrant preparation of a Subsequent or Supplemental EIR for the Current Project. Neither the invalidation of the Community Plan Update, nor the dissolution of CRA/LA constitutes significant new information warranting preparation of a Subsequent or Supplemental EIR.

II. ENVIRONMENTAL IMPACTS OF THE CURRENT PROJECT

A. Environmental Impact Findings

1. Aesthetics

The conditions that could affect impacts to aesthetics would remain unchanged. The Current Project's modifications to the Original Project and Revised Project would not change the existing conditions of the Project Site. Therefore, the aesthetic impacts of the Current Project would be the same as the impacts of the Original Project and Revised Project. As set forth below, visual character, views, shade/shadow, and light and glare impacts would continue to be less than significant.

Visual Character

The Current Project would be of the same general size and scale as the Original Project and Revised Project, would be constructed generally within the same building footprint, and proposes the same architectural design and materials as the Original Project and Revised Project. The Current Project is about 11 feet lower in height than the Original Project and, essentially, the same height as the Revised Project. Thus, the Current Project's visual character impacts would be the same as the Original Project's and Revised Project's impacts and less than significant.

Views

As described in the Technical Memorandum, there have been minimal changes to the uses surrounding the Project Site. During most of the time since approval of the Original Project, a significant economic recession discouraged land development. As such, views and viewsheds in the vicinity of the Project Site have not substantially changed. The Current Project would be constructed within the same building footprint as the Original Project and the Revised Project, although the Current Project would be shorter than the Original Project by approximately 11 feet. Like the Original Project and the Revised Project, the Current Project's slender design and siting as far as possible from the Capitol Records Tower reduce potential impacts to views of that Tower through the Project Site. Moreover, the reduction in massing of the Current Project's podium nearest the Capitol Records Tower, as compared to the Original Project and the Revised Project, would enhance the view corridor to the Capitol Records Tower. Therefore, the Current Project would not be expected to obstruct views of the Capitol Records Tower, with the exception of a momentary view interruption on the northbound Hollywood Freeway near Gower Street (same as the Original Project and the Revised Project). Like the Original Project and the Revised Project, the Current Project may create a minor diminishment of the view of the Hollywood Hills. However, views of the Hollywood Hills are available in many other locations. Therefore, the Current Project would result in a less than significant impact with respect to valued views, same as the Original Project and the Revised Project.

Signage

The Current Project does not propose a supergraphic sign, and all proposed signage would be

consistent with existing applicable regulations. Therefore, aesthetic impacts related to signage will be the less than the Original Project, which would include a supergraphic sign, and similar to the Revised Project, which would not. Therefore, the Current Project's impacts with respect to signage would also be less than significant.

Shade/Shadow

The Current Project would be generally built within the same footprint as the Original Project and the Revised Project, and would be about 11 feet shorter than the Original Project and essentially the same height as the Revised Project. As described in the Technical Memorandum, there have been minimal changes to the uses surrounding the Project Site, and as a result, the sensitive receptors in the vicinity of the Project Site have not changed. As such, shadows generated by the Current Project on surrounding sensitive uses are expected to be proportionately reduced when compared to the Original Project and similar to the Revised Project. Therefore, the Current Project's impacts with respect to shade/shadow would also be less than significant.

Light and Glare

Like the Original Project and the Revised Project, the Current Project would increase ambient light levels on the Project Site and in the vicinity. However, the increase would be considered nominal, as the Current Project is located in Hollywood—a highly urbanized regional nighttime destination that is already significantly illuminated at night, and the illumination provided by the Current Project would be the same as the illumination provided by the Original Project and the Revised Project. In addition, like the Original Project and the Revised Project, the Current Project would exclude materials that would create glare impacts, and would comply with the City's Lighting Regulations contained in the LAMC. Overall, the Current Project's impacts with respect to light and glare would be less than significant, and the same as the Original Project and the Revised Project.

Cumulative Impacts

The cumulative impact would also be the same for the Current Project as for the Original Project and the Revised Project, which would be less than significant for visual character, shade/shadow, and light and glare. Cumulative impacts of the Original Project and the Revised Project with respect to views of the Capitol Record Tower were conservatively considered to be significant and unavoidable. The Current Project does not substantially increase the severity of this impact. Rather, because the Current Project is approximately 11 feet shorter than the Original Project and would reduce the massing of the podium nearest the Capitol Records Tower, as compared to the Original Project and the Revised Project, cumulative view impacts upon the Capitol Records Building will be reduced.

2. Agricultural Resources

The Project Site is located in a heavily urbanized area in the Hollywood community of the City of Los Angeles and does not include any state designated agricultural lands. The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Site is not included in the Important Farmland Category and the Project Site and adjacent properties are not utilized for agricultural purposes. Additionally, neither the Original Project nor the Current Project would involve the conversion of agricultural land to another use and the Project Site is not under a Williamson Act contract.

The Current Project would be developed on the same site as the Original Project and the Revised

Project. The conditions that could affect impacts to agricultural resources remain unchanged compared to the Original Project and the Revised Project. The Current Project's impacts with respect to agricultural resources would be less than significant.

Cumulative Impacts

None of the related projects would involve the conversion of agricultural land to another use or develop land under a Williamson Act contract. The cumulative impact would also be exactly the same for the Current Project as for the Original Project and the Revised Project.

3. Air Quality

As set forth in the Technical Memorandum and below, the air quality impacts of the Current Project would be the similar to those of the Original Project and the Revised Project and would also be less than significant.

Construction

Regional Impacts

The existing uses on the Project Site have been demolished. The Current Project proposes a building in the same general footprint as the Original Project and the Revised Project. The Current Project would be slightly larger than the Revised Project (by approximately 2,554 square feet) and would have essentially the same square footage as the Original Project. In addition, the Current Project would have one fewer level of subterranean parking when compared to the Revised Project and 1.5 levels when compared to the Original Project. As set forth in the Technical Memorandum, construction impacts associated with Current Project's demolition, site preparation, grading, building construction, asphalt, and architectural coatings will be similar to the less than significant impacts documented for both the Original Project and the Revised Project. As such, the Current Project's construction impact on regional air quality would be less than significant. All construction-related mitigation measures identified in the EIR are still applicable and will be implemented.

Localized Impacts

As discussed above, on-site construction impacts associated with demolition, site preparation, grading, building construction, asphalt, and architectural coatings would be similar to the impacts documented for both the Original Project and the Revised Project. As a result, the Current Project's construction impact on localized air quality will be less than significant. All construction-related mitigation measures identified in the EIR are still applicable and will be implemented.

Operation

Regional Impacts

As the Current Project proposes the same number of residential units as the Revised Project, as well as a reduction in commercial space, the Current Project would be expected to result in similar stationary emissions of criteria pollutants during its daily operation. This includes emissions from landscape maintenance equipment, water and space heating, and consumer products. In addition, as described below under Transportation/Traffic, the Current Project would result in the same number of traffic trips per day and, therefore, would also result in the

same amount of emissions from motor vehicles as the Revised Project. As set forth in the Addendum, the Revised Project's operational impact on regional air quality would be less than significant. Therefore, the Current Project's operational impact on regional air quality would also be less than significant.

Localized On-Site Impacts

Like the Original Project and the Revised Project, the Current Project would generate long-term, on-site emissions of criteria pollutants from heating and cooling of living spaces, water, cooking appliances, and use of landscape equipment. As the Current Project would have the same number of dwelling units and a reduced commercial component as compared to the Revised Project, it would generate a similar amount of localized on-site emissions of NO_x, CO, PM₁₀ and PM_{2.5}. The Addendum concluded that the Revised Project's operational impacts with respect to localized emissions would be less than significant. Therefore, the Current Project's operational impacts with respect to localized emissions would also be less than significant.

Localized Off-Site Impacts

The South Coast Air Quality Management District ("SCAQMD") recommends an evaluation of potential localized CO impacts when a project increases the volume-to-capacity (V/C) ratio at any intersection rated D or worse by 2 percent or more during the a.m. or p.m. peak hours. As detailed in Section IV.J, Traffic, Access, and Parking, of the EIR, the Original Project's traffic volumes would not meet these criteria at any intersections under Existing with Project or Future with Project conditions. As the Current Project would generate 13 fewer a.m. peak hour trips and 2 fewer p.m. peak hour trips, than the Original Project, it would also not meet these criteria. The June 14, 2012 Technical Memorandum by Fehr & Peers (see Appendix B of this Addendum) found that the Revised Project would have negligible impacts on local congestion and would not meet these criteria at any intersections under Existing with Project or Future with Project conditions. As the Current Project would generate 20 fewer a.m. and 8 fewer p.m. trips than the Revised Project, the conclusions in the July 14, 2012 Memorandum also apply to the Current Project. Based on the Final EIR, the updated traffic impact analysis, and the ambient CO concentrations in the vicinity of the Project Site, CO concentrations at these intersections would fall far below the state and federal standards. As a result, the Current Project's off-site operational impact on regional air quality is expected to be less than significant.

Cumulative Impacts

The Current Project would include 21 more residential units than the Original Project and the same number as the Revised Project. Like the Revised Project, this increase would result in an incremental increase in residents that would be offset in part by the inclusion of a higher percentage of singles and one-bedroom units and reduced commercial component in the Current Project (see Technical Letter Population and Housing analysis). Like the Original Project and the Revised Project, the added population to the South Coast Air Basin would be consistent with growth forecasts for residential development in the 2007 Air Quality Management Plan through 2025. As a result, the Current Project's cumulative impact on regional air quality is expected to be less than significant.

4. Biological Resources

The conditions that could affect impacts to biological resources remain unchanged with the Current Project. There are no site changes that include any areas of significant biological value. Therefore, the biological impacts of the Current Project are the same as the impacts of the

Original Project and Revised Project, and there would be no impact with respect to biological resources.

Cumulative Impacts

The cumulative impact would also be exactly the same for the Current Project as for the Original Project and the Revised Project, as there are no biological resources onsite or in the vicinity.

5. Cultural Resources

There are no historic resources on the Project site. The previously existing building on the project site did not qualify as an historic resource and has been demolished. The conditions that could affect impacts to cultural resources would remain unchanged with the Current Project. The Current Project's changes would be largely internal and would involve a different interior allocation of space within the Project. As such, the New Project would not be expected to impact any neighboring historic resources (such as the Pantages Theater or the Capitol Records Tower). Therefore, impacts with respect to historic resources as a result of the New Project would be less than significant, same as for both the Original Project and the Revised Project.

The Current New Project proposes one subterranean parking level, compared to the two subterranean parking levels proposed for the Revised Project and 2.5 levels for the Original Project. As less excavation would be required for the Current Project's subterranean parking, the Current Project would be less likely to encounter archaeological/paleontological resources or human remains when compared to either the Original Project or the Revised Project. Nevertheless, the Current Project would implement standard City mitigation measures during the earthwork and excavation phase. Therefore, the Current Project's impacts to archaeological/paleontological resources and human remains would be less than significant, same as the Original Project and the Revised Project.

Cumulative Impacts

The cumulative impact would also be exactly the same for the Current Project as for the Original Project and the Revised Project.

6. Geology and Soils

At the time the City certified the Final EIR, the Project Site was not located within an Alquist-Priolo Earthquake Fault Zone, and no known faults were mapped as crossing the Project Site or projecting towards the project site. The closest known active fault at that time was the Hollywood Fault, which is located at a distance of about 0.3 miles from the project site. Although the Project Site was located within 0.3 miles of the active Hollywood Fault, and by other faults on a regional level, the potential seismic hazard to the Project Site was not considered to be higher than in most areas of the City of Los Angeles or elsewhere in the region. As the entire Southern California area is considered a seismically active region, every building in the region is susceptible to ground shaking and earthquakes. The City of Los Angeles Building Code includes regulations and requirements designed to reduce risks to life and property to the maximum extent feasible.

The Hollywood Quadrangle Earthquake Fault Zone Map (the "Preliminary Map") was initially released for public review on January 8, 2014. The Preliminary Map does not delineate the location of verified faults and traces. Rather, the Preliminary Map delineates the location of suspected faults and traces subject to on-site verification as required by the Act. The 90-day

public comment period required under Alquist-Priolo Earthquake Fault Zoning Act (the “Act”) Section 2622(c) was extended to allow for relevant site-trenching data from the Project Site to be submitted and made publicly available.

According to the Act, before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults. An evaluation and written report of a specific site must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (generally 50 feet).

Any structure with human occupancy restrictions under subparagraph (A) of paragraph (2) shall not be granted a new building permit that allows an increase in human occupancy unless a geologic report, prepared pursuant to subdivision (d) of Section 3603 of Title 14 of the California Code of Regulations in effect on January 1, 1994, demonstrates that the structure is not on the trace of an active fault, or the requirement of a geologic report has been waived pursuant to Section 2623. (Act §2627.1(e)(2)(C)(3).) The State Geologist shall continually review new geologic and seismic data and shall revise the earthquake fault zones or delineate additional earthquake fault zones when warranted by new information. The State Geologist shall submit all revised maps and additional maps to all affected cities, counties, and state agencies for their review and comment. Concerned jurisdictions and agencies shall submit all comments to the State Mining and Geology Board for review and consideration within 90 days. Within 90 days of that review, the State Geologist shall provide copies of the revised and additional official maps to concerned state agencies and to each city or county having jurisdiction over lands lying within the earthquake fault zone. (Act §2622(c).)

The Applicant coordinated on-site trenching (100 feet in length and 35 feet in depth), sonic testing, radiocarbon dating, and core sampling of the subject property by state-certified professional geologist Steven Kolthoff and Registered Professional Engineer Michael Reader of Group Delta. Trenching was completed on the Property and all data collected. On April 7, 2014, inspectors from the City and State of California inspected the trench and reviewed the raw data collected. The raw data and preliminary review by City and State inspectors indicates that no active fault or trace is located on the property.

On September 3, 2014, Group Delta issued a Revised Fault Activity Report (the “Fault Analysis”). The Fault Analysis documents the trenching, radiocarbon dating, soil core sampling, soil aging, and cone penetration tests that were performed on-site. The Fault Analysis concludes:

A previously inferred “Argyle Strand” of the Hollywood Fault does not exist; rather the inferred groundwater offsets are now shown to be local perched levels on interbedded clay beds....

Based on site specific investigation, we therefore find that no active fault exist within, nor within 50 feet north and south of the subject site. The investigation meets current professional standard of practice for assessment of sites in an [Alquist-Priolo] A-P zone.

In a letter dated October 30, 2014, the City Department of Building & Safety issued a Geology Report Approval Letter affirming the conclusions of the Fault Analysis. The final Official Alquist-Priolo Earthquake Fault Zone Map issued by the State Geologist in November 2014 shows that there is no active earthquake fault through, under or within 50 feet of the Project site.

Findings.

- a) State-certified professional geologist Steven Kolthoff and Registered Professional Engineer Michael Reader of Group Delta are experts in the field of earthquake fault activity analysis, and the Fault Analysis documents expert findings with regard to whether any active earthquake fault or trace is located on the subject property.
- b) The Fault Analysis provides substantial evidence that no active fault exists within or within 50 feet, of the subject site. Therefore, the site is safe for development with respect to Earthquake Zones of required investigation as defined in the Alquist-Priolo Earthquake Fault Zoning Act.
- c) The Appeal contains no expert analysis or other substantial evidence that an active fault exists within or within 50 feet, of the subject site, but rather consists entirely of speculation and opinion unsupported by fact.

The conditions that could affect impacts to geology and soils remain unchanged with the Current Project. The modifications proposed as part of the Current Project do not change the existing geologic conditions of the Project Site or the engineering and excavation plans for the project, although the Current Project would provide 1.5 levels less of subterranean parking than the Original Project and one level less than the Revised Project. Therefore, the geology and soils impacts of the Current Project will be the same as for the Original Project and the Revised Project. With the implementation of the mitigation measures identified in the EIR and design standards recommended in the geotechnical report, impacts would be less than significant.

Cumulative Impacts

Geology and soils impacts are generally site specific and, like the Current Project, each of the related projects would meet current seismic safety standards. Therefore, cumulative impacts with respect to geology and soils would also be exactly the same for the Current Project as for the Original Project and the Revised Project.

7. Greenhouse Gas Emissions

Analysis of Greenhouse Gas (“GHG”) emissions was not required at the time of preparation of the EIR for the Original Project. A Greenhouse Gas Emissions analysis was prepared for the Current Project and is included in the Technical Memorandum. This analysis is consistent with March 2010 amendments to the CEQA Guidelines and the AB32 Scoping Plan.

Given the evolving nature of analyzing climate change, there are no applicable quantitative standards for judging the significance of a single project’s impacts on climate change in the South Coast Air Basin. To that end, the AB 32 Scoping Plan represents the most significant plan for reducing GHG emissions. In calling for a return to 1990 levels of GHG emissions by 2020, the Scoping Plan contains strategies targeting direct regulations, market-based incentives, voluntary actions, and other strategies that were publicly vetted before ARB’s approval in December 2008.

Consequently, the Current Project’s impact on climate change would be significant if the Current Project impacts conflict with or obstructs implementation of the AB 32 Scoping Plan.

Construction

Construction of the Current Project would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the project site. These impacts would vary day to day over the duration of the 18 months of construction activities. As illustrated in Table 2 to the Technical Memorandum, construction emissions of CO₂e would peak in 2014, when up to 9,946 pounds of CO₂e per day are anticipated. Over 18 months of construction, this would amount to a total of approximately 780 metric tons of CO₂e. In accordance with the SCAQMD's guidance, GHG emissions from construction should be amortized over the presumed 30-year lifetime of the project. Therefore, total construction GHG emissions should be divided by 30, which results in 26 metric tons of CO₂e per year, to determine an annual construction emissions estimate comparable to operational emissions.

Operation

Greenhouse gas emissions were calculated for long-term area source and motor vehicle operations. As shown in Table 3 to the Technical Memorandum, the Current New Project would emit 1,343 metric tons of CO₂e per year during typical operations, including the amortized construction emissions.

Consistent with the Revised AB 32 Scoping Plan, the Technical Memorandum compared the Current Project's emissions as proposed to the Current Project's emissions if the Current Project were built using a Business-As-Usual (BAU) (or No Action Taken, NAT) approach in terms of design, methodology, and technology. This means the Current Project's emissions were calculated as if the Current Project was constructed before AB 32 compared to the Current Project as constructed with project design features to reduce GHG and with several regulatory measures adopted in furtherance of AB 32.

Both one-time emissions and indirect emissions are expected to occur each year after build-out of the Current Project. As noted, one-time emissions from construction were amortized over a 30-year period. The emissions for the Current Project and its associated CARB 2020 NAT scenario are estimated to be 1,343 and 1,742 MT CO₂e per year, respectively, which demonstrates that the Current Project would reduce emissions by 23 percent from the CARB 2020 NAT scenario. Based on these results, the Current Project exceeds or meets the reduction target as a numeric threshold (16.7 percent) set forth in the Revised AB 32 Scoping Plan. As a result, the Current Project's contribution to global climate change is not cumulatively considerable and is considered less than significant.

There is no adopted quantitative GHG significance threshold applicable to the Project. The SCAQMD has formed a GHG CEQA Significance Threshold Working Group ("Working Group") to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. As of the last Working Group meeting (Meeting No. 15) held in September 2010, the SCAQMD is proposing to adopt a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency. With the tiered approach, the project is compared with the requirements of each tier sequentially and would not result in a significant impact, if it complies with any tier. Tier 3 excludes projects with annual emissions lower than a screening threshold. For all non-industrial projects, the SCAQMD is considering a screening threshold of 3,000 MTCO₂eq per year. SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact. As noted, the Current Project would generate 1343 metric tons of

CO₂e per year, which is well below the proposed screening threshold. While this screening threshold is not a formally adopted significance threshold, it supports the conclusion that the Current Project would not result in a cumulatively considerable contribution to GHG emissions and global climate change. Moreover, as set forth in Table 4 to the Technical Memorandum, the Current Project would be consistent with all feasible and applicable strategies recommended in the Scoping Plan.

Cumulative Impacts

The CO₂ estimates from mobile sources (particularly CO₂, CH₄, and NO₂ emissions) are likely much greater than the emissions that would actually occur. The methodology used assumes that all emissions sources are new sources and that emissions from these sources are 100 percent additive to existing conditions. This is a standard approach taken for air quality analyses. In many cases, such an assumption is appropriate because it is impossible to determine whether emissions sources associated with a project move from outside the air basin and are, in effect, new emissions sources, or whether they are sources that were already in the air basin and just shifted to a new location. However, because the effects of GHGs are global, a project that shifts the location of a GHG-emitting activity (e.g., where people live, where vehicles drive, or where companies conduct business) would result in no net change in global GHG emissions levels.

Much of the vehicle-generated CO₂ emissions attributed to the Current Project could simply be from vehicles at an existing location moving to the Project Site, and not from new vehicle emissions sources relative to global climate change. Therefore, although it is not possible to calculate the net contribution of vehicle-generated CO₂, CH₄, and N₂O₂ emissions from the Current Project (i.e., Project generated emissions minus current emissions from vehicles that would move to the Project Site), the net contribution would likely be much less than the estimated emissions.

For the foregoing reasons, the Current Project's cumulative impact on climate change is considered less than significant.

8. Hazards and Hazardous Materials

The previously existing office/radio station structure on-site has been demolished. Prior to such demolition, the structure was surveyed for hazardous materials and any such materials (including PCBs, ACM, LBP, and USTs) would have been abated in accordance with applicable laws. Therefore, the Current Project does not involve the demolition of existing structures that would have an impact related to the upset or release of materials during demolition.

Like the Original Project and the Revised Project, the Current Project would use, at most, minimal amounts of hazardous materials for routine cleaning that would not pose any health risk and would not include elements or other aspects that would create any health hazard or produce hazardous emissions. Therefore, hazardous waste impacts during operation of the Current Project would be the same as the Original Project and the Revised Project and also less than significant.

Cumulative Impacts

Hazardous materials and risk of upset conditions are largely site-specific, and, therefore, each related project would require evaluation for potential threats to public safety. Further, local municipalities are required to follow local, state, and federal laws regarding hazardous materials. Therefore, cumulative hazardous waste impacts under the Current Project would be the same as

those under the Original Project and the Revised Project and also less than significant.

9. Hydrology and Water Quality

The conditions that could affect Current Project impacts to hydrology and water quality remain unchanged compared to the Original Project and the Revised Project. These conditions include the location of the Project Site, the construction plan, and the Project's compliance with all water quality and waste discharge requirements.

The Current Project's surface water quality impacts during construction will be similar to or less than those of the Original Project and the Revised Project. While the same amount of land will be graded and the construction area would be the same, the Current Project would have one to 1.5 fewer levels of subterranean parking.

The Current Project's water quality impacts during operation will be the same as the Original Project and the Revised Project, and the Current Project also proposes multi-family residential uses with ground-floor commercial space, within the same building footprint. Like the Original Project and the Revised Project, the Current Project will comply with the requirements of NPDES Permit No. CA0061654. Further, like the Original Project and the Revised Project, the Current Project will not result in a change in the Project Site coverage from existing setting conditions and would include approximately the same impervious and permeable surface ratios, and would not contribute to groundwater depletion or interfere with groundwater recharge to an environmentally significant degree.

Finally, as the Current Project will be located on the same site as the Original Project and the Revised Project, it would result in a less than significant impact with respect to flooding.

For the foregoing reasons, hydrology and water quality impacts of the Current Project will be the same as or less than the impacts for the Original Project and the Revised Project. Like the Original Project and the Revised Project, the Current Project will have a less than significant impact associated with groundwater supplies, drainage patterns, water quality, stormwater drainage, and flooding. Also like the Original Project and the Revised Project, the Current Project will have a less than significant impact associated with water quality, with the incorporation of the EIR's mitigation measures to ensure compliance with water quality requirements.

Cumulative Impacts

Little, if any, additional cumulative runoff would be expected from the Project Site and the related project sites since this part of the City is already fully developed with impervious surfaces. Therefore, cumulative impacts to the existing or planned stormwater drainage system would be less than significant. In addition, development on each site would be subject to uniform site development and construction standards that are designed to ensure water quality and hydrological conditions are not adversely affected. All of the related projects would be required to implement BMPs and to conform to the existing NPDES water quality program. Therefore, cumulative water quality impacts would be the same for the Current Project as the Original Project and the Revised Project and less than significant.

10. Land Use

As the Current Project is located on the same site as the Original Project and the Revised Project, it would not physically divide an established community, nor would it conflict with a habitat or

community conservation plan.

The Current Project proposes a similar building with a similar footprint to the Revised Project, with eight apartment units in lieu of the eight live/work units proposed for the Revised Project. The Current Project also replaces the Revised Project's 13,442 square feet of office space with 2,325 square feet of restaurant/retail space. Therefore, the Current Project is also consistent with the land use designations for the Project Site contained in the General Plan Framework, the currently applicable 1988 Hollywood Community Plan, and the Hollywood Redevelopment Plan.

The City Council approved a Zone/Height District Change for the Original Project from C4-2D-SN to (T)(Q)C4-2-SN pursuant to LAMC Section 12.32F and included a Q Condition that permits a maximum FAR on the project site of 4.5:1, or 114,642 square feet. The Current Project proposes slightly less floor area of 114,311 square feet, which is consistent with the Q Condition and zoning. Therefore, the Current Project's impacts with respect to height and FAR would be less than significant, and the same as the Original Project and the Revised Project.

The Current Project's signage is consistent with the current requirements of the Hollywood Signage Supplemental Use District ("SUD"). Subsequent to certification of the Final EIR, the Hollywood SUD was amended and now prohibits new supergraphic signs in Hollywood. Any new signage, such as building identification signage, would be required to comply with the LAMC and Hollywood SUD. The Current Project does not propose a supergraphic sign, and all signage will comply with the Hollywood SUD. Therefore, impacts related to signage for the Current Project would be less than significant.

In accordance with Section 12.22.A.18 of the City of Los Angeles Planning and Zoning Code, the Current Project's residential density is governed by the R5 standards. Per Section 12.12 C 4 (c), the R5 zone permits one dwelling unit per 200 square feet of lot area. Based on the Project Site total area of 25,476 square feet, a maximum total of 127 residential units are permitted on the project site. The Current Project proposes a total of 116 apartment units, which is below the maximum density permitted for the site. Therefore, the Current Project is consistent with residential zoning density requirements, and, like the Original Project and the Revised Project, impacts would remain less than significant.

The Current Project provides LAMC required parking for the proposed apartment and commercial uses. As part of the project approvals, Q Condition A.5 requires a minimum of 242 parking spaces for the project. However, this Q condition is based on the condominium uses that were part of the Original Project and reflected the Applicant's desire to provide more parking spaces for the for-sale units. Therefore, the Applicant has requested clarification of this Q condition as the Current Project meets Code requirements for apartment uses. With the Q condition clarification, the Current Project is consistent with the parking requirements of the Q conditions.

All other aspects of the Current Project that would have the potential to result in a land use impact remain unchanged from the Original Project and the Revised Project. As the entitlements requested for the Original Project were granted upon project EIR certification and project approval, the Current Project would be consistent with the existing zoning and all other development limitations of the site. Therefore, the land use and planning impacts of the Current Project would be less than significant, like the Original Project and the Revised Project.

Cumulative Impacts

Development of the related projects is expected to occur in accordance with adopted plans and
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regulations. As with the Original Project and the Revised Project, development of the Current Project in conjunction with the related projects would result in an intensification of existing prevailing land uses in the project area. In addition, based upon the information available regarding the related projects, it is reasonable to assume that the projects under consideration in the surrounding area would implement and support important local and regional planning goals and policies. Therefore, cumulative land use impacts would be the same for the Current Project as the Original Project and the Revised Project, and less than significant.

11. Mineral Resources

The conditions that could affect mineral resources would remain unchanged with the Current Project because the Project Site does not include any areas of mineral resource value. The mineral resource impacts of the Current Project would be the same as the Original Project and the Revised Project; there would continue to be no impact to mineral resources.

Cumulative Impacts

As with the Original Project, the Current Project would result in no impact with respect to mineral resources and would not combine with any other project to result in a significant cumulative impact. Therefore, cumulative impacts to mineral resources would be the same for the Current Project as the Original Project and less than significant.

12. Noise

Potential noise impacts of the Original Project are set forth in the EIR and the 2008 Addendum. The 2008 Addendum was prepared in response to EMI's concerns regarding the construction and operational noise and vibration impacts of the Original Project on EMI's recording studio echo chambers. The 2008 Addendum included additional information developed from on-site studies, technical and expert noise and vibration analysis and reports, on-site noise and vibration measurements, and consultation with EMI's noise consultants and recording engineers. The additional information and analysis contained in the 2008 Addendum supports the conclusions of the EIR that (1) the Original Project would cause a temporary significant and unavoidable construction-related noise and vibration impact to the Capitol Records site, and (2) impacts to the Capitol Records site due to operation of the Original Project would be less than significant. In addition, the Applicant volunteered to comply with additional mitigation measures to further reduce impacts related to the Capitol Records site.

Construction Noise

The Current Project proposes a building in the same general footprint as the Original Project and the Revised Project, although the Current Project would be slightly larger than the Revised Project (by approximately 2,729 square feet) and slightly smaller (by approximately 331 square feet) than the Original Project. In addition, the Current Project would remove a level of subterranean parking when compared to the Revised Project and 1.5 levels when compared to the Original Project. Construction noise levels will be the same as the Original Project and the Revised Project, but the duration of constructing a smaller subterranean parking structure will be shorter than the Original Project and the Revised Project. Nevertheless, like the Original Project and the Revised Project, the Current Project would also result in a significant and unavoidable impact on the Capitol Records Tower during project construction, but the impacts would be slightly less severe due to the reduction in the amount of subterranean parking and the previous demolition of the on-site uses.

Construction Vibration

Like the Original Project and the Revised Project, construction activities for the Current Project have the potential to generate low levels of groundborne vibration at the multi-family residential units and the Capitol Records Tower. However, the Current Project's construction activities are reduced compared to the Original Project and Revised Project because on-site structures have already been demolished and the subterranean parking has been reduced—thereby reducing the duration of construction impacts. The Capitol Records Tower contains active recording studios that are located in subterranean spaces approximately 30 to 40 feet from the western project site boundary. Therefore, vibration sensitive activities at the Capitol Records Tower may be temporarily and intermittently impacted during various phases of Current Project construction, thus, resulting in a significant and unavoidable impact, which is slightly less than the Original Project and the Revised Project. Like the Original Project and the Revised Project, the Current Project will implement the supplemental mitigation measures proposed in the 2008 Addendum to reduce such impacts to the extent feasible.

Operational Noise – Vehicular

The traffic impact memorandum prepared by traffic experts Fehr & Peers for the Current Project concluded that the Current Project would result in the same number of daily trips as the Revised Project and more daily trips per day when compared to the Original Project. Typically, it takes a doubling of traffic to increase roadway noise by 3 dBA CNEL, which is the City's most stringent threshold for a significant impact. While the Current Project would generate 109 more daily trips than the Original Project's 364 daily trips, this modest increase does not represent a doubling of traffic on any roadways in the vicinity of the Project Site. As set forth in the EIR, traffic generated by the Original Project would only increase local noise levels by a maximum of 0.1 dBA CNEL for the roadway segments of Yucca Street (from Argyle Avenue to Gower Street) and Gower Street (north of Yucca Street), when compared with the future traffic volumes without the project, which is well below the significance threshold of 3.0 dBA. Therefore, the additional trips generated by the Current Project would not result in any significant impact. As such, impacts would be less than significant, and similar to the impacts of the Original Project and the Revised Project.

Operational Noise – Stationary

Like the Original Project and the Revised Project, development of the Current Project would contribute to an overall increase in ambient noise levels in the project area. However, the Current Project is of the same size and scale as the Original Project and the Revised Project, and would develop the same uses on the Project Site. Therefore, impacts associated with noise generated as a result of the operation of the Current Project upon the adjacent multi-family uses and Capitol Records Tower will be less than significant, and the same as the impacts of the Original Project and the Revised Project.

Cumulative Impacts

Each of the related projects would be subject to the City of Los Angeles Noise Ordinance No. 144,331, which reduces construction noise impacts to the maximum extent feasible by prohibiting loud, unnecessary, and unusual construction noise within 500 feet from any residential zone, and LAMC Section 41.40, which limits the hours of allowable construction activities. Conformance with these City policies would reduce construction-related noise for the related projects. However, due to the close proximity of the related projects on the Project Site block, as well as additional related projects located along Hollywood Boulevard and Vine Street,

under a worst case scenario, all of these projects (including the Current Project) could be developed simultaneously. Therefore, noise generated during the construction phase of these projects is conservatively considered to be a significant temporary cumulative impact, and, like the Original Project and the Revised Project, the Current Project's contribution would be considerable.

With respect to operational noise, all related projects would require exterior walls to be constructed to provide a Sound Transmission Class of 50 or greater as defined in UBC No. 35-1, 1979 edition or any amendment thereto, or to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room. Conformance with these requirements would reduce operational-related noise. Therefore, like the Original Project and the Revised Project, the Current Project would not contribute to a cumulatively considerable operational noise impact, and cumulative noise impacts due to operation would be less than significant. In addition, the cumulative increase in roadway noise would be below the significance threshold. Therefore, as with the Original Project and the Revised Project, roadway noise impacts under the Current Project would not be cumulatively considerable. In addition, as with the Original Project and Revised Project, with Noise Ordinance compliance, the combined impact of the operational noise levels from the Current Project and existing noise levels on interior and exterior noise levels on adjacent properties would be less than significant and, therefore, not cumulatively considerable.

13. Population and Housing

For purposes of impact analysis, the Technical Memorandum calculated that approximately 269 people would occupy the proposed residential units in the Current Project—which is higher than the 219 people estimated to occupy the Original Project. This estimate is based on an average household size of 2.3 persons in the Hollywood Community Plan Area ("HCPA") provided by the Southern California Association of Governments ("SCAG"). However, this estimate is conservative and likely overstates the actual population of the Current Project because it does not account for common household size relative to unit type. The Current Project proposes 15 studios, 77 one-bedroom units, and 24 two-bedroom units. Typically studio units are occupied by one occupant, reducing the Current Project's population to 247.

In April 2012, SCAG adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012-2035 RTP/SCS) based, in part, on data from the 2010 U.S. Census. The 2012-2035 RTP/SCS provides population estimates for the City of Los Angeles in both 2020 and 2035. The 2020 population is estimated to be 3,991,700 persons, and the 2035 population is estimated to be 4,320,600 persons. The Current Project's population growth would therefore represent a negligible portion of the City's estimated population growth. In addition, as of the 2010 U.S. Census, the Project Site's Census Tract (1910.00) had a population of 3,228 persons. Therefore, the Current Project represents approximately 7.7 percent of the Census Tract population. Overall, the Current Project does not represent a substantial or significant growth as compared to the existing characteristics. The 116 housing units added by the Revised Project would represent approximately 0.88 percent of the anticipated new housing units between 2005 and 2030 in the Hollywood community. As such, the Current Project would not directly induce substantial housing growth, and impacts related to housing would be less than significant.

The Current Project also results in the generation of job opportunities for approximately five new employees. To provide a conservative analysis, the Technical Memorandum assumed that the majority of jobs created by the Current Project would be filled by individuals with families. Therefore, each employee would represent one family household, assuming that only one person per family would be employed by the Current Project. The Technical Memorandum also

conservatively assumes that each family would move to the project area as a result of the job in the Current Project. In fact, the Current Project would have a large local pool of potential employees from which to draw. Based on a ratio of approximately 2.3 persons per household, the five new jobs generated by the Current Project would generate an additional 12 new residents under the conservative assumptions.

The total project population, including the residential component combined with the commercial uses (247 + 12 = 259 people), would constitute approximately 1.3 percent of the Hollywood population growth expected by 2030. This is not considered to be a substantial increase, as the project's contribution to the growth does not exceed the population estimate for the Hollywood community by 2030. As such, the population growth associated with the Current Project has already been anticipated and planned for in the area, and impacts would be less than significant.

Overall, the population and housing impacts of the Current Project would be similar to the Original Project and the Revised Project, and impacts would be less than significant.

Cumulative Impacts

The number of people that would be generated by the Original Project in combination with the related projects would potentially exceed the projected population increase for the Hollywood Community Plan Area. However, this overall growth has been anticipated by SCAG, City, and CRA regional forecasts. Moreover, recent census data shows that actual population growth in Hollywood through 2010 was slower than anticipated, thereby making it unlikely that growth will exceed the projections. In addition, concentration of population and employment growth in a highly urbanized area such as Hollywood, with excellent access to the regional transportation system, is promoted in numerous regional and local land use plans and policies. Therefore, like the Original Project and the Revised Project, the Current Project's contribution to cumulative population and housing growth would not be considerable.

14. Public Services

Demand for public services depends on the type and intensity of land uses. A change in a project's operational land uses, a substantial increase in floor area, or a substantial increase in the number of dwelling units could have the potential to increase the demand for police, fire, school, parks, and other public facilities, thereby changing the impacts to public services.

The Current Project is the same size and scale as the Original Project and the Revised Project. While the Current Project proposes incrementally more residential units than the Original Project, there is no change of use or substantial change in use intensity compared to the Original Project or the Revised Project. Moreover, as set forth in Section 13, Population and Housing of the Technical Memorandum, the total onsite population (residents plus employees) would be somewhat less under the Current Project (259), than under the Original Project (290) or the Revised Project (305). Consequently, there is no potential to increase substantially impacts or demands on public services as set forth in the EIR and Addendum.

The Current Project would utilize the same public services infrastructure as the Original Project and the Revised Project because all proposed changes are generally internal and overall project intensity and size is not increasing. The analysis in the EIR concluded that the existing public services infrastructure could sufficiently accommodate the Original Project. The changes of the Current Project with respect to public services would not increase substantially the demand for public services to the extent that the Current Project's demand for services could not be met.

As such, the public services impacts of the Current Project would be comparable to the Original Project and the Approved Project. Impacts would remain less than significant with the implementation of the EIR's mitigation measures.

Cumulative Impacts

Each of the related projects would be individually subject to LAFD review and would be required to comply with all applicable construction-related and operational fire safety requirements of the LAFD and the City in order to adequately mitigate fire protection impacts.

Any new or expanded police station would be funded via existing mechanisms (i.e., sales taxes, government funding) to which the Current Project and related projects would contribute. Furthermore, similar to the Current Project, each of the related projects would be individually subject to LAPD review, and would be required to comply with all applicable safety requirements of the LAPD and the City in order to adequately address police protection service demands.

The applicants of the related projects would be required to pay required developer school fees to the LAUSD (pursuant to SB 50) to help reduce any impacts they may have on school services. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts. The payment of these fees by the related projects would ensure that cumulative impacts upon school services remain less than significant.

The increase in the residential population by cumulative growth in the HCPA and project area would, in the absence of mitigation, lower the City's existing parkland to population ratio, which is below their preferred standard. Impacts associated with cumulative growth would be reduced through developer fees, conditions of approval, and environmental review procedures. However, there is no certainty that conditions of approval or Quimby fees would be effective in addressing cumulative impacts, due to the limited number of existing parks and lack of available sites on which new parks could be developed. Further, the Hollywood Redevelopment Plan Amendment EIR concluded that cumulative impacts with respect to parks and recreation would be cumulatively significant. Therefore, it is conservatively assumed that, like the Original Project and the Revised Project, the Current Project's contribution would be considerable and impacts would be cumulatively significant.

The cumulative demand of the Current Project and the related projects may present a potentially significant impact on library facilities. However, with payment of the library mitigation fees recommended in Mitigation Measure K.5-1, the potentially significant cumulative impacts would be reduced to less than significant. As such, like the Original Project and the Revised Project, the Current Project and the related projects would result in a less than significant impact with respect to library services. Therefore, like the Original Project, the Current Project's impact on libraries would not be cumulatively considerable, and cumulative impacts would be less than significant.

15. Traffic/Transportation/Parking

Fehr & Peers prepared the Revised Project Traffic Analysis Validation & Update, dated June 14, 2012 (the "Traffic Study Update"), which updated the traffic analysis that was prepared for the Original Project. The Traffic Study Update is set forth in Appendix B to the Addendum.

The Traffic Study Update analyzed: (1) whether the original traffic study baseline (traffic counts and cumulative analysis) in the EIR remains sufficient or needs updating for the Revised

Project; (2) whether the Revised Project description with increased residential density could potentially create new significant traffic impacts not previously identified; and (3) an “existing plus project” approach consistent with recent case law decisions.

LADOT reviewed and approved the Traffic Study Update by letter to the Department of City Planning on January 11, 2013 (included as Appendix C to the Addendum). This letter stated that the Traffic Study Update adequately evaluated and determined that the Revised Project would not result in new or more severe traffic impacts.

Baseline Validation

Base Year

The Traffic Study Update shows that existing traffic volumes at the intersections in the vicinity of the Revised Project are measurably lower than traffic volumes identified in the EIR.

Baseline traffic counts for the original traffic study for the Original Project were collected primarily in 2005 to 2006. To determine whether the counts adequately represent current conditions, new traffic counts were collected at four of the 10 study intersections and on the one study roadway segment identified in the EIR to determine whether traffic volumes have increased since the original traffic study was prepared. Intersections that were shown in the 2007 traffic study to have the worst level of service and highest project incremental increase in volume to capacity (V/C) ratio were selected to this comparison, because they would have the highest potential for a project traffic impact to be triggered if baseline traffic volumes had grown since the original traffic study was prepared.

New traffic volumes were collected in May 2012, during a non-holiday week when schools were in session. Addendum Table IV-4 lists the study intersections that were counted in 2012, and compares the total a.m. and p.m. peak hour turning movement volumes between 2006 and 2012. As shown in this table, traffic volumes at the four comparison study intersections in 2012 are the same or less than the traffic volumes at the same study intersections in 2006, ranging from approximately 100% to 86% of the 2006 traffic volumes (0% to 14% less).

During the same day that the peak period intersection turning movement counts were collected, a 24-hour roadway segment count was conducted on Yucca Street. The 2012 count showed 2,157 daily trips on Yucca Street during the 24-hour period, compared to 2,440 trips during a 24-hour period in 2006. Thus, the 2012 count is approximately 88% of the 2012 count (12% less).

Because the 2012 peak hour intersection counts and the 24-hour count are the same or less than the baseline 2006 traffic volumes in the original traffic study, the base year traffic analysis contained in the original traffic study remains representative of existing conditions set forth in the Addendum. For several intersections, use of the base year analysis for the original traffic study is a conservative assessment of existing conditions because traffic volumes have declined at some intersections relative to 2006 traffic volumes.

Cumulative Baseline

As required by LADOT, the potential for Revised Project impacts was assessed against a future cumulative baseline, which accounted for growth in regional traffic (ambient growth), as well as traffic from known development projects in the study area (related projects).

Following common practice at the time, the original traffic study added an ambient growth factor

of 1% per year to the 2006 base year traffic (4% total growth). Addendum Table IV-4 shows that this level of expected ambient growth in traffic has not occurred; 2012 traffic volumes are the same or less than the 2006 traffic volumes. Thus, the use of the Cumulative Base scenario from the original traffic study would result in a conservative assessment of regional traffic growth, and so can be considered an adequate baseline to assess the potential for project related impacts for a new future base year that reflects the delayed implementation of the project.

To determine the adequacy of the analysis of related projects in the original traffic study, a new related project list was obtained from LADOT in May 2012 for related projects located within a two-mile radius of the Current Project. Some projects that were analyzed in the original traffic study are still on the list, but many new projects have been added, and old projects have been removed. Traffic Study Update Table 2 details the current related project list, as well as LADOT's estimates for daily, a.m., and p.m. peak hour trips generated for each related project. This table compares the total daily, a.m., and p.m. peak hour trip generation for all related projects against the totals for the related projects on the list from the original traffic study.

Table 2 to Traffic Study Update shows that cumulative trips from the 2012 related projects list are lower than the cumulative trips from the original related projects list. Projects on the 2012 related project list are estimated to generate approximately 102,980 daily, 6,722 a.m. peak hour, and 9,668 p.m. peak hour trips, approximately 10% fewer daily trips, 12% fewer a.m. peak hour trips, and 11% fewer p.m. peak hour trips than the related projects list from the original traffic study. Because the related projects from the original traffic study generated more trips than the current list, the use of the original Cumulative Base scenario would thus result in a more conservative baseline to assess potential Revised Project impacts.

Because both the ambient growth rate and related project trip generation for the original Cumulative Base scenario would result in a more conservative baseline for assessing the potential for Revised Project impacts, the baseline from the original traffic study has been retained for the updated analysis detailed in the Traffic Study Update to provide a more conservative analysis.

Updated Trip Generation Analysis

Addendum Table IV-5 shows that the Revised Project is expected to generate 473 daily trips, 32 a.m. peak hour trips, and 38 p.m. peak hour trips, which are approximately 109 additional daily trips, 7 additional a.m. peak hour trips, and 6 additional p.m. peak hour trips compared to the Original Project.

Intersection and Street Segment Analysis

The Revised Project trips were distributed to the street network using the trip distribution pattern specified in the 2007 traffic study. Project trips were assigned to the Cumulative Base traffic volumes from the original traffic study to develop Cumulative plus Project traffic volumes reflecting the updated project description. Addendum Table IV-6 shows that the Revised Project would not result in any significant project-related traffic impacts.

As set forth in Table 10 to the Technical Memorandum, the Current Project would generate the same number of daily trips as the Revised Project, but 20 fewer a.m. peak hour trips and eight fewer p.m. peak hour trips. Therefore, the traffic analysis and conclusions in the Addendum regarding Cumulative plus Project traffic impacts also apply to the Current Project. Like the Revised Project, the Current Project's impacts would be less than significant.

Existing Plus Project Traffic Impact Analysis

The original traffic study for the Original Project was prepared in accordance with the methodology prescribed in LADOT's Traffic Study Guidelines applicable at the time the study was prepared. Consistent with LADOT's methodology, the study evaluated the potential for project-related intersection traffic impacts against a future baseline condition at the date of anticipated project build out (then 2010).

In December 2010, the California Court of Appeal for the Sixth District issued an opinion on the case *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council* ("*Sunnyvale*"), pertaining to the environmental baselines used in an EIR for a long-range transportation improvement. The *Sunnyvale* decision interprets CEQA to require that project-specific impacts should be analyzed based upon adding a project's impacts to existing conditions.

Consistent with *Sunnyvale*, the Revised Project was analyzed using existing conditions as the baseline to assess the potential for Revised Project impacts, including lane configurations and the 2006 existing traffic volumes. Project-only trips reflecting the Revised Project were assigned to existing traffic volumes using the same procedure as described above for the Cumulative plus Project scenario to develop Existing plus Project traffic volumes. Addendum Table IV-7 shows that the Revised Project does not result in a significant impact at any study intersection under an Existing-plus-Project scenario, as the increase in traffic from the Revised Project would not exceed any LADOT thresholds of significance.

As noted, the Current Project would generate the same number of daily trips than the Revised Project, but 20 fewer a.m. peak hour trips and eight fewer p.m. peak hour trips. Therefore, the traffic analysis and conclusions in the Addendum regarding Existing plus Project traffic impacts also apply to the Current Project. Like the Revised Project, the Current Project's impacts would be less than significant.

2013 Additional Update

In response to the Appeal, Fehr & Peers further updated the Traffic Study Update by Memorandum dated October 7, 2013 (the "2013 Traffic Memo"). The 2013 Traffic Memo addressed whether adding the recently approved Millennium Hollywood Project to the related projects list would change the Revised Project's cumulative impact analysis.

Like the Traffic Study Update, the 2013 Traffic Memo also shows that the EIR's cumulative traffic analysis was more conservative and had greater impacts than would occur under present conditions.

"[T]he related project list used in the [original] 6230 Yucca Cumulative Base scenario has ***higher trip generation, and thus is more conservative, than the 2012 related project list, with the addition of the Millennium Hollywood Project trips.*** The second comparison reviewed the Millennium Hollywood Project Future + Project V/C ratios and LOS, compared with the 6230 Yucca Cumulative Base Scenario. We found that the [original] 6230 Yucca Cumulative Base Scenario ***was more conservative*** at most intersections and most peak hours." (2013 Traffic Memo, p. 6 [emphasis added].)

Similarly, adding the Millennium Hollywood Project trips to the cumulative analysis did not result in a significant increase in cumulative traffic impacts under current conditions.

"We found that the 6230 Yucca Cumulative Base Scenario was more conservative at

most intersections and most peak hours. The two intersections where the Millennium Hollywood Project estimated level of service falls an LOS letter grade, and which would result in a stricter traffic impact criteria, are locations where the 6230 Yucca Project related V/C increase is well below the strictest traffic impact criteria. Thus **the inclusion of the Millennium Hollywood Project in the analysis for the 6230 Yucca Project does not alter the conclusions of the prior analysis: that there are no expected significant project-related traffic impacts.**

As noted, the Current Project would generate the same number of daily trips as the Revised Project, but 20 fewer a.m. peak hour trips and eight fewer p.m. peak hour trips. Therefore, the traffic analysis and conclusions in the 2013 Traffic Memo also apply to the Current Project. Like the Revised Project, the Current Project's impacts would be less than significant even with the inclusion of the Millennium Hollywood Project in the analysis.

Residential Street Segment Analysis

The residential street segment analysis from the traffic study for the Original Project was updated based on the revised trip generation estimates. Addendum Table IV-8 shows that the Revised Project would be expected to generate 198 daily trips on the segment (compared with 152 trips for the Original Project as analyzed in 2007). While this represents an increase of 46 daily trips, the Revised Project generated traffic would still be below the impact threshold, so this increase would not cause a new significant impact.

As noted, the Current Project would generate the same number of daily trips as the Revised Project. Therefore, the traffic analysis and conclusions in the Addendum regarding residential street impacts also apply to the Current Project. Like the Revised Project, the Current Project's impacts would be less than significant.

Parking

The Current Project would provide a sufficient number of parking spaces to meet the LAMC requirements for the proposed apartment and commercial uses. The City's guidelines for determining CEQA impacts set forth significance thresholds for parking impacts. Under the guidelines, a project that provides all the vehicle parking required by City regulations and policies is deemed to have a less than significant parking impact. The Current Project parking meets the LAMC requirements. Therefore, the Current Project results in a less than significant impact with respect to parking, same as the Original Project.

Freeway Impacts

In October 2013, the City and Caltrans District 7 entered into an Agreement Between City of Los Angeles and Caltrans District 7 On Freeway Impact Analysis Procedures. The purpose of this agreement was to develop a screening methodology to determine when a proposed project within the City should work with Caltrans to prepare a Freeway Impact Analysis, utilizing Caltrans' "Guide for the Preparation of Traffic Impact Studies" ("TIS Guide"). Based on the agreement, this coordination and analysis would be required for projects that meet any of the following criteria:

- The project's peak hour trips would result in a 1-percent or more increase to the freeway mainline capacity of a freeway segment operating at level-of-service (LOS) E or F (based on an assumed capacity of 2,000 vehicles per hour per lane);

- The project's peak hour trips would result in a 2-percent or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on an assumed capacity of 2,000 vehicles per hour per lane); or
- The project's peak hour trips would result in a 1-percent or more increase to the capacity of a freeway off-ramp operating at LOS E or F (based on an assumed ramp capacity of 1,500 vehicles per hour per lane); or
- The project's peak hour trips would result in a 2-percent or more increase to the capacity of a freeway off-ramp operating at LOS D (based on an assumed ramp capacity of 1,500 vehicles per hour per lane).

Projects that do not exceed any of the above thresholds are deemed to have a less than significant impact on Caltrans' facilities.

Fehr & Peers prepared a memorandum entitled "6230 Yucca Street Project Caltrans Freeway Screening," dated October 13, 2014 (included as Attachment C to the Technical Memorandum), in order to determine whether the Current Project exceed any of the above thresholds. The memorandum concluded that the Current Project would not exceed any of the thresholds. Therefore, no Freeway Impact Analysis is warranted, and the Current Project's freeway impacts would be less than significant.

Cumulative Impacts

The analysis described above includes an analysis of cumulative impacts. As set forth above, cumulative impacts for the Current Project would be similar to the Original Project and the Revised Project and also less than significant.

16. Utilities and Service Systems

The Current Project would utilize the same utilities infrastructure as the Original Project and the Revised Project. The analysis in the EIR and Addendum respectively concluded that the existing infrastructure had capacity to accommodate the Original Project and the Revised Project, and that utility impacts of the Original Project and the Revised Project would be less than significant. As set forth in the Technical Memorandum, the minor changes of the Current Project would not increase the demand for public utilities to the extent where the Current Project's utilities demand would exceed the infrastructure capacity.

With respect to wastewater generation, the Current Project would generate approximately 14,978 gallons per day, which represents a decrease of 478 gallons per day when compared to the Revised Project. With respect to water consumption, the Current Project would consume approximately 17,973 gallons per day, which represents a decrease of 575 gallons per day when compared to the Revised Project. The Current Project would generate approximately 1,431 pounds of solid waste per day, which is a decrease of 69 pounds per day when compared to the Revised Project. Implementation of the Current Project would consume approximately 15,736 cubic feet of natural gas per day, which is a decrease of approximately 1,074 cubic feet per day when compared to the Revised Project. The Current Project would consume approximately 2,090 kilowatt hours of electricity per day, which is a decrease of approximately 175 kilowatt hours per day when compared to the Revised Project.

The Addendum concluded that the Revised Project's impacts on utilities and service systems would be similar to the Approved Project and less than significant. The Current Project's

impacts on water, wastewater, solid waste, natural gas, and electricity would be less than those of the Revised Project and thus also less than significant. Overall, the changes proposed by the Current Project would not result in any new significant environmental impacts upon public utilities or result in a substantial increase in the severity of any previously identified impacts

Cumulative Impacts

Based on the service area reliability assessment conducted by the Los Angeles Department of Water and Power (“LADWP”) in its 2010 Urban Water Management Plan, LADWP determined that it will be able to reliably provide water to its customers through the year 2035, as well as the intervening years (e.g., the year that the Current Project will become operational). Additionally, under the provisions of Senate Bill 610, LADWP is required to prepare a comprehensive water supply assessment for every new development “project” (as defined by Section 10912 of the Water Code) within its service area that reaches certain thresholds. The types of projects that are subject to the requirements of Senate Bill 610 tend to be larger projects that may or may not have been included within the growth projections of the 2010 Urban Water Management Plan. The water supply assessment for such projects would evaluate the quality and reliability of existing and projected water supplies, as well as alternative sources of water supply and measures to secure alternative sources if needed. Furthermore, through LADWP’s Urban Water Management Plan process and the City’s Securing L.A.’s Water Supply, the City will meet all new demand for water due to projected population growth through a combination of water conservation and water recycling. These plans outline the creation of sustainable sources of water for the City to reduce dependence on imported supplies. LADWP is planning to achieve these goals by expanding its water conservation efforts through public education, installing high efficient water fixtures, providing incentives, and expanding the City’s outdoor water conservation program. To increase recycled water use, LADWP is expanding the recycled water distribution system to provide water for irrigation, industrial use, and groundwater recharge.

Compliance of the Current Project and future development projects with regulatory requirements that promote water conservation such as the LAMC, including the City’s Green Building Code, as well as AB 32, would also assist in assuring that adequate water supply is available on a cumulative basis. Based on the above, it is anticipated that LADWP would be able to supply the demands of the Current Project, as well as future growth. Therefore, like the Original Project and the Revised Project, the Current Project’s impacts on water supply would not be cumulatively considerable, and cumulative impacts on water supply would be less than significant.

As with the Current Project, new development projects occurring in the project vicinity would be required to coordinate with the City of Los Angeles Bureau of Sanitation via a sewer capacity availability request to determine adequate sewer capacity. In addition, new development projects would also be subject to LAMC Sections 64.11 and 64.12, which require approval of a sewer permit prior to connection to the sewer system. Additionally, in order to connect to the sewer system, related projects in the City of Los Angeles would be subject to payment of the City’s Sewerage Facilities Charge. Payment of such fees would help to offset the costs associated with infrastructure improvements that would be needed to accommodate wastewater generated by overall future growth. If system upgrades are required as a result of a given project’s additional flow, arrangements would be made between the related project and the Bureau of Sanitation to construct the necessary improvements. Furthermore, similar to the Current Project, each related project would be required to comply with applicable water conservation programs, including the City of Los Angeles Green Building Code. Therefore, like the Original Project and the Revised Project, the Related Project’s impacts on the City’s wastewater infrastructure would not be

cumulatively considerable, and cumulative impacts would be less than significant.

The City of Los Angeles Bureau of Sanitation's Integrated Resources Plan ("IRP") projects wastewater flows and wastewater treatment capacity through 2020. Therefore, cumulative impacts on wastewater facilities were analyzed relative to future growth projected in the Hyperion Service Area. The Hyperion Service Area's total treatment capacity would be approximately 550 mgd in 2020, which is the same as its existing capacity. As set forth in the Addendum, the cumulative wastewater generation would represent only approximately two percent of remaining capacity. Therefore, like the Original Project and the Revised Project, the Current Project's impacts on wastewater treatment would not be cumulatively considerable, and cumulative impacts on wastewater treatment would be less than significant.

Operation of the Current Project in conjunction with forecasted growth in the County (inclusive of the related projects) would generate municipal solid waste and result in a cumulative increase in the demand for waste disposal capacity at Class III landfills. The Countywide demand for landfill capacity is continually evaluated by the County through preparation of the County Integrated Waste Management Plan Annual Reports ("Annual Reports"). Each Annual Report assesses future landfill disposal needs over a 15-year planning horizon. As such, 2012 Annual Report projects waste generation and available landfill capacity through 2027. The Annual Report assumes a 60 percent diversion rate. Given the recent approval of the City's Exclusive Franchise System, which the City expects to start implementing in 2017, waste diversion from City sources will likely be higher than the assumed 60 percent (based on the City's current diversion rate of 72 percent). Like the Original Project and the Revised Project, the estimated Current Project's generation of waste per year would represent only a fraction of the cumulative waste generation. Thus, like the Original Project and the Revised Project, the Current Project's contribution to the County's estimated cumulative waste stream in the Project buildout year would not be cumulatively considerable.

Furthermore, the 2012 Annual Report demonstrates that future disposal needs can be adequately met through the planning period (i.e., 2027) without disposal capacity shortages via a multi-pronged approach that includes successfully permitting and developing proposed in-County landfill expansions, utilizing available or planned out-of-County disposal capacity, developing necessary infrastructure to facilitate exportation of waste to out-of-County landfills, and developing conversion and other alternative technologies. Jurisdictions in the County of Los Angeles continue to implement and enhance the waste reduction, recycling, special waste, and public education programs identified in their respective planning directives. These efforts, together with Countywide and regional programs implemented by the County and the cities, acting in concert or independently, have achieved significant, measurable results, as documented in the 2012 Annual Report. Based on this trend, and because solid waste disposal is an essential public service that must be provided without interruption in order to protect public health and safety, as well as the environment, it is reasonable to assume that concerted actions will continue to be taken by jurisdictions towards expanding and enhancing waste reduction and recycling programs, and implementing prudent solid waste management strategies in response to the strategies identified in the 2012 Annual Report. With respect to regulatory consistency, it is anticipated that, similar to the Current Project, the related projects would not conflict with and instead would promote source reduction and recycling, consistent with AB 939 and the City's Solid Waste Integrated Resources Plan, City's General Plan Framework Element, RENEW LA Plan, and Green LA Plan. Thus, overall, as with the Original Project and the Revised Project, cumulative impacts with regard to solid waste under the Current Project would be less than significant.

Like the Current Project, the related projects would be required to comply with Title 24 energy conservation standards. The Hollywood Redevelopment Plan Amendment 2003 Final EIR documented that natural gas supply and infrastructure capacity would be sufficient to accommodate natural gas consumption associated with the buildout of the Hollywood Redevelopment Project Area to 2026, including the cumulative effects of other growth anticipated to occur within the Redevelopment Project Area (i.e., growth projected to occur under the No Project scenario). The Gas Company undertakes expansion or modification of natural gas service infrastructure to serve future growth in the within its service area as required in the normal process of providing service. Cumulative impacts related to natural gas service would be addressed through this process. As such, like the Original Project and the Revised Project, the Current Project would not contribute to cumulatively considerable effects on natural gas supplies and infrastructure.

The Hollywood Redevelopment Plan Amendment 2003 Final EIR documented that electrical generation and infrastructure capacity would be sufficient to accommodate electricity consumption associated with the buildout of the Hollywood Redevelopment Project Area to 2026, including the cumulative effects of other growth anticipated to occur within the Redevelopment Project Area (i.e., growth projected to occur under the No Project scenario). As with the Current Project, LADWP undertakes expansion or modification of electrical service infrastructure and distribution systems to serve future growth in the City as required in the normal process of providing electrical service. Cumulative impacts related to electric power service would be addressed through this process. As such, like the Original Project and the Revised Project, the Current Project would not contribute to a cumulatively considerable effect on electricity generation or infrastructure and impacts would be less than significant.

B. Significant Irreversible Environmental Changes

Like the Original Project and the Revised Project, the types and level of development associated with the Current Project would slowly consume renewable and non-renewable resources over the project's operational lifetime. Like the Original Project and the Revised Project, development of the Current Project would require a commitment of resources that would include (1) building materials, (2) fuel and operational materials/resources, and (3) the transportation of goods and people to and from the project site. Also like the Original Project and the Revised Project, development of the Current Project will require consumption of resources that are not replenishable or which may renew slowly as to be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper and lead), petrochemical construction materials (e.g., plastics) and water. Fossil fuels, such as gasoline and oil would also be consumed in the use of construction vehicles and equipment.

The commitment of resources required for the type and level of proposed development will limit the availability of these resources for future generations for other uses during the operation of the proposed project. However, this resource consumption of the Current Project would be consistent with growth and anticipated change in the Los Angeles region and is not a substantial change from the resource consumption of the Original Project and the Revised Project.

C. Growth Inducing Impacts

Like the Original Project and the Revised Project, development of the Current Project could foster economic growth in the Project area by increasing the number of residents at the project site who could patronize local business and services in the area. In addition, employment

opportunities would be provided during the construction and operation of the proposed project. Like the Original Project and the Revised Project, growth induced by development of the Current Project would be consistent with area-wide population and housing forecasts. Also, like the Original Project and the Revised Project, the roadways and other infrastructure (e.g., water facilities, electricity transmission lines, natural gas lines, etc.) associated with the Current Project would not induce growth because they are existing and would only serve project residents and businesses.

D. Alternatives

The EIR considered the following alternatives:

- Alternative 1: No Build/No Project Alternative and Adaptive Re-Use/No Project Alternative
- Alternative 2: Reduced Density Alternative
- Alternative 3: Office Development Alternative
- Alternative 4: Mixed-Use Alternative

The Current Project constitutes a minor alteration to the Original Project, and does not create new significant impacts or increase the severity of the Original Project's significant impacts. Furthermore, no alternatives which are considerably different from those analyzed in the previously certified EIR have been identified that would substantially reduce one or more significant effects on the environment.

E. Statement of Overriding Considerations

The EIR identified unavoidable significant impacts that will result from implementation of the Original Project. The Current Project would result in the same significant and unavoidable impacts—albeit the severity of some of those impacts will be reduced. Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines provide that when the decisions of the public agency allows the occurrence of significant impacts identified in the EIR that are not substantially lessened or avoided, the lead agency must state in writing the reasons to support its action based on the EIR and/or other information in the record. Article I of the City's CEQA Guidelines incorporates all of the State CEQA Guidelines contained in Title 15, California Code of Regulations, Sections 15000 *et seq.* and thereby requires, pursuant to Section 15093(b) of the CEQA Guidelines, that the decision maker adopt a Statement of Overriding Considerations at the time of approval of a project if it finds that significant adverse environmental effects identified in the EIR cannot be substantially lessened or avoided. These Addendum findings incorporate and re-state the Statement of Overriding Considerations adopted for the Original Project.

Like the Original Project and the Revised Project, the Current Project would result in significant unavoidable environmental impacts with respect to construction noise and vibration and would considerably contribute to significant cumulative impacts with respect to views of the Capitol Records Tower and parks and recreational facilities, and it is not feasible to mitigate such impacts to a less than significant level. Accordingly, the City re-adopts the following Statement of Overriding Considerations.

The City recognizes that significant and unavoidable impacts will result from implementation of the project. Having (i) adopted all feasible mitigation measures, (ii) rejected as infeasible alternatives to the project, (iii) recognized all significant, unavoidable impacts, and (iv) balanced

the benefits of the Current Project against the Current Project's significant and unavoidable impacts, the City hereby finds that the each of the project's benefits, as listed below, outweighs and overrides the significant unavoidable impacts of the project's noise and vibration during construction, as well as its contribution to cumulative impacts with respect to views of the Capitol Records Tower and parks and recreational facilities.

Summarized below are the benefits of the Original Project, which remain benefits of the Current Project. These provided the rationale for approval of the Original Project as the provide rationale for approval of the Current Project. Any one of the overriding considerations of economic, social, aesthetic and environmental benefits individually would be sufficient to outweigh the significant unavoidable impacts and justify the approval, adoption or issuance of all of the required permits, approvals and other entitlements for the Current Project. Despite the unavoidable impacts regarding construction noise and vibration and a contribution to cumulative impacts with respect to views of the Capitol Records Tower and parks and recreational facilities, the City approves the Current Project based on the following contributions of the Current Project to the community:

1. The project will reuse and redevelop the currently underutilized project site to provide housing and commercial office space and live/work units to serve the local community.
2. The project will provide a well-designed development that is compatible and complementary with surrounding land uses and enhances pedestrian circulation in the area.
3. In addition to providing adequate parking facilities to serve the project residents and employees, and any surplus parking would be made available to the public in the evening to for night-time parking in Hollywood.
4. The project will generate employment opportunities for the local area.
5. The project will reactivate and revitalize an under-utilized parcel of land.
6. The project will mitigate, to the extent feasible, the potential environmental impacts of the proposed project.
7. The project will provide development that is financially viable.
8. The Applicant has agreed to contribute to the rehabilitation of the triangle parcel across from the Project.

F. Mitigation Monitoring Program

In accordance with the Requirements of Public Resources Code § 21081.6, the previously-adopted Mitigation Monitoring Program, which is described in full in Section IV of the Final EIR, is incorporated herein by reference and shall apply to the Current Project. The City Council reserves the right to make amendments and/or substitutions of mitigation measures if the City Council or their designee determines that the amended or substituted mitigation measure will mitigate the identified potential environmental impacts to at least the same degree as the original mitigation measure, and where the amendment or substitution would not result in a new significant impact on the environment which cannot be mitigated.

G. Independent Judgment

The Applicant's consultants prepared the screencheck versions of the Addendum, Technical Memorandum and related technical reports and memoranda. All such materials and all other materials related to the Addendum and Technical Memorandum were extensively reviewed and, where appropriate, modified by the Planning Department or other City representatives. As such, the Addendum, Technical Memorandum and all other related materials reflect the independent judgment and analysis of the Lead Agency.

H. Substantial Evidence

The City Council finds and declares that substantial evidence for each and every finding made herein is contained in the Final EIR, the Addendum, Technical Memorandum and related technical reports and memoranda referenced therein and herein, and other related materials, each of which are incorporated herein by this reference. Moreover, the City Council finds that where more than one reason exists for any finding, the City Council finds that each reason independently supports such finding, and that any reason in support of a given finding individually constitutes a sufficient basis for that finding.

I. Relationship of Findings to EIR, Addendum and Technical Memorandum

These Findings are based on the most current information available. Accordingly, to the extent there are any apparent conflicts or inconsistencies between the EIR, Addendum and/or Technical Memorandum, on the one hand, and these Findings, on the other, these Findings shall control and the EIR and Addendum or both, as the case may be, are hereby amended as set forth in these Findings.

J. Project Conditions of Approval

The mitigation measures set forth in the EIR and which are incorporated into the Original Project conditions of approval shall also be incorporated into and made conditions of the Current Project to be monitored and enforced by the City pursuant to the building permit process and the Mitigation Monitoring Program. To the extent feasible, each of the other findings and conditions of approval made by or adopted by the City Council in connection with the Current Project are also incorporated herein by this reference.

K. Custodian of Documents

The custodian of the documents or other material which constitutes the record of proceedings upon which the Director's decision is based is the City of Los Angeles, Planning Department, located at 200 North Spring Street, Room 750, Los Angeles, California 90012.

III. ADDITIONAL FINDINGS

Findings. On September 26, 2014, the Planning Director approved the Addendum in connection with approving Site Plan Review for the Current Project, finding that the EIR, along with the Addendum adequately serve as environmental clearance under CEQA for the Current Project. The City Council is relying on the Director's approval and findings in connection with the subject Q Clarification. The City Council finds that there are no changes to the Current Project, no changes in the circumstances under which the Current Project is being undertaken, and no significant new information regarding the Current Project since the Director's September 26, 2014 action.

Pursuant to CEQA Guidelines Sections 15162, 15163 and 15164, as well as CEQA Section 21166, and based upon the substantial evidence set forth in the administrative record and summarized herein the City Council further finds:

- A. Substantial evidence in the administrative record shows the Current Project necessitates minor technical changes or additions to the previously-certified EIR, but that none of the conditions described CEQA Guidelines Section 15162 or 15163 calling for the preparation of a subsequent or supplemental EIR have occurred;
- B. Substantial evidence in the administrative record shows that no substantial changes are proposed in the project, including but not limited to the changes reflected in the Revised Project and the Current Project, which will require major revisions of the EIR;
- C. Substantial evidence in the administrative record shows that no substantial changes will occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the EIR;
- D. Substantial evidence in the administrative record shows that no new information, which was not known and could not have been known at the time the EIR was certified as complete, has become available;
 - i. The project will not have one or more significant effects not discussed in the previous EIR;
 - ii. Significant effects previously examined in EIR will not be substantially more severe than shown in the previous EIR;
 - iii. No mitigation measures or alternatives previously found not to be feasible have been identified as now in fact to be feasible and would substantially reduce one or more significant effects of the project;
 - iv. No mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR have been identified that would substantially reduce one or more significant effects on the environment;
- E. Substantial evidence in the administrative record shows that although an addendum need not be circulated for public review but can be included in or attached to the EIR, the public nevertheless had opportunities to review and comment upon the Addendum, the Technical Memorandum, and supporting analyses ;
- F. None of the public comments in the administrative record, and none of the claims or allegations set forth in the Appeal, constitute substantial evidence that would require preparation of a supplemental or subsequent EIR or that would require substantial revision of the previously-certified Final EIR.
 - a. The Appeal contains no expert analysis or other substantial evidence that the Current Project will result in significant impact related to geology or traffic, including impacts on local freeways, but rather consists entirely of speculation and opinion unsupported by fact.
 - b. The expert analysis set forth in the Group Delta Fault Activity Report directly refutes speculation in the Appeal that an active fault exists on the project site;

- c. The traffic analysis prepared for the Addendum, the Technical Memorandum, and supported analyses prepared in response to the Appeal provide expert analysis that directly contradicts speculation in the Appeal that the traffic trips from the recently-approved Millennium Hollywood Project would cause a new significant cumulative traffic impact.
- d. The analysis in the 6230 Yucca Street Project Caltrans Freeway Screening, provides expert analysis that directly contradicts speculation the Appeal that traffic from the Current Project would result in significant impacts on area freeways.

As summarized in Addendum and the Technical Memorandum, the changes proposed to the Original Project reduce the intensity of development in many ways and are minor. The changes would not result in any new significant environmental impacts or substantially increase the intensity of the severity of previously identified significant effects. The analysis contained in the Addendum and the Technical Memorandum demonstrates that the Current Project is consistent with the size, scale, and massing of the Original Project and the impact issues previously examined in the EIR would remain unchanged with the proposed minor modifications.

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November 10, 2014

BY EMAIL AND HAND DELIVERY

The Honorable Planning and Land Use Management
Committee of the Los Angeles City Council
Room 395 City Hall
200 N. Spring Street
Los Angeles, California 90012

Attn: Sharon Gin, Sharon.gin@lacity.org

Re: 6230 Yucca Street/DIR-2012-2767-CLQ

Dear Committee Members:

We represent 6230 Yucca, LLC, the owner of the above-referenced property. In August, 2008, the City Council certified an environmental impact report (the "EIR") and approved Site Plan Review and a Zone/Height District Change for the development of an 114,252 square foot mixed-use, transit-oriented project with 13,790 square feet of commercial creative office space and 95 condominium units within a 16-story building on the Property (the "Original Project"). The Applicant subsequently made minor changes to the Original Project. As currently proposed, the project includes 116 apartment units and 2,235 square feet of commercial space within a 17-story building that includes 201 parking spaces in one subterranean and four above-grade levels (the "Current Project").

On June 21, 2013, the Planning Director approved the March 2013 Addendum to the EIR and a Q Condition Clarification to reflect the change from for sale condominiums to rental apartments, and to reduce the minimum amount of parking to reflect apartment rather than condominium requirements. On July 10, 2013, George Abrahams on behalf of the Argyle Civic Association ("ACA") appealed the Q Condition Clarification.

For the reasons set forth below, ACA's appeal is without merit. Therefore, we respectfully request that you deny the appeal and uphold the Director's approval of the Q Condition clarification.

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of the Los Angeles City Council
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A. There is No Significant New Geological Data That Contradict the Conclusions of the EIR's Geology Analysis.

ACA claims that test borings conducted on the adjacent Millennium Project site constitute significant new information requiring recirculation of the EIR. Specifically, ACA alleges that this information shows that the Current Project is within 50 feet of an active earthquake fault. In fact, test borings of another property, which actually indicate that there is no fault under the Millennium Project site, are of no relevance to the Project site. Moreover, the September 3, 2014 Fault Activity Report by Group Delta, which was based on trenching, radiocarbon dating, soil core sampling, soil aging, and cone penetration tests, concludes that there is no active fault underlying the Project site. In a letter dated October 30, 2014, the City Department of Building & Safety issued a Geology Report Approval Letter affirming the conclusions of the Fault Activity Report. Moreover, the final Official Alquist-Priolo Earthquake Fault Zone Map by the State Geologist shows that there is no active earthquake fault within 50 feet of the Project site. Therefore, there is no significant new geological data that contradict the conclusions of the EIR's geology analysis.

B. The EIR Does Not Need to be Recirculated to Include a New Traffic Analysis Based on Caltrans' Protocols.

ACA asserts that the impact from growth in traffic from the Hollywood Community Plan update is new information requiring recirculation of the EIR. However, the Superior Court invalidated the Hollywood Community Plan update, so it cannot induce traffic growth.

Citing letters from Caltrans regarding the EIR for the Hollywood Community Plan update, ACC maintains that a new traffic analysis based on Caltrans' protocols must be prepared for the Project. Letters by Caltrans regarding a different, now invalidated project have no bearing on the Current Project. Caltrans did not make similar comments regarding the Project.

Moreover, in October 2013, the City and Caltrans District 7 entered into an Agreement Between City of Los Angeles and Caltrans District 7 On Freeway Impact Analysis Procedures. This agreement established thresholds for determining when an analysis of freeways impacts is required. Fehr & Peers prepared a memorandum entitled "6230 Yucca Street Project Caltrans Freeway Screening," dated October 13, 2014, which concluded that the Current Project would not exceed any of the established thresholds. Therefore, no Freeway Impact Analysis is warranted, and the Current Project's freeway impacts would be less than significant.

ACA also alleges that traffic from the Millennium Project constitutes significant new information that requires recirculation of the EIR. In response to this allegation, Fehr & Peers prepared a Traffic Study Update dated October 7, 2013, that considered the potential cumulative impacts from the Millennium Project based on current traffic conditions. This update concluded that the inclusion of the Millennium Project in the analysis would not result in any significant project-specific or cumulative traffic impacts.

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C. There is No Other Significant New Information Requiring Recirculation of the EIR.

In response to the Appeal, CAJA, Inc. prepared a Technical Memorandum dated October 2014 (copy attached) analyzing whether the minor changes to the Original Project since certification of the EIR would result in any new or increased significant impacts. The Technical Memorandum concluded that (a) the conclusions of the EIR and Addendum are applicable to the Current Project, (b) the Current Project would not result in any new significant impacts or a substantial increase in the severity of any previously identified significant effect, or otherwise require preparation of a subsequent or supplemental EIR, (c) the Current Project is consistent with the size, scale, and massing of the Original Project, and (d) the issues previously examined in the EIR and Addendum would remain unchanged with the proposed modifications.

D. Conclusion

For the foregoing reasons, ACA's appeal should be denied. Please feel free to contact us if you need any additional information.

Sincerely,



Dale J. Goldsmith

cc: Councilman Mitch O'Farrell's Office
Department of City Planning
City Attorney

TECHNICAL MEMORANDUM

A. PROJECT BACKGROUND

Environmental Impact Report (EIR)

Pursuant to the California Environmental Quality Act (CEQA), an Environmental Impact Report (the “Certified EIR”) was prepared for the Yucca Street Condos Project (Case No. ENV-2006-6941-EIR) by the City of Los Angeles and published and distributed on August 16, 2007. The EIR was certified by the City Council on July 11, 2008.

The Project as analyzed in the EIR (referred to herein as the “Originally Approved Project”) included replacement of an underutilized 18,614-square-foot office and radio station building and surface parking lot with an approximately 114,252-square-foot mixed-use development. The Project would rise approximately 185 feet in height (16 stories) including a mechanical penthouse and emergency helistop on the roof. The single structure would be roughly rectangular in shape and would be sited with the tallest portions of the building towards the center of the Project Site. The Project would include approximately 13,790 square feet of commercial (office) uses and 95 condominium units, which would include 10 live/work units, and 14,806 square feet of open space. The remaining 85 units would consist of a mixture of studio, one-, and two-bedroom units. The condominium units would range in size from approximately 765 square feet to approximately 1,916 square feet. The live/work spaces would be three-story units, and the condominiums on floors eight through 11 would be two-story “townhouse” units. The Project would provide 242 parking spaces (contained in 2.5 subterranean levels and three levels above grade) as required by the Los Angeles Municipal Code (LAMC) and the *Residential Parking Policy for Division of Land - No. AA-2000-1*, dated May 24, 2000, with access to the building provide off Argyle Avenue.

In 2010, the Applicant began to implement the Original Approved Project by demolishing the existing office/radio station on the site. However, due to adverse market conditions arising from the recession, the Applicant was unable to proceed further and temporarily placed the Original Project on hold.

EIR Addendum

The Project applicant subsequently decided to modify the Project (referred to herein as the “1st Revised Project”) to include apartment units in place of condominium units. The 1st Revised Project is substantially similar to the Originally Approved Project and proposes the same number of stories with slightly less height, less floor area and commercial space, and is generally within the same building footprint as the Originally Approved Project. Specifically, the 1st Revised Project proposes 116 apartment units, with a greater number of studios and one-bedroom units. The total floor area would be slightly smaller than the Originally Approved Project at 111,582 square feet. The 1st Revised Project would also be 16 stories in height, although the maximum height would be only approximately 174 feet, and would provide 208 parking spaces, which complies with the City’s parking requirements for apartment and commercial uses. Parking would be provided in two subterranean and three above-grade levels. The amount of subterranean parking is therefore reduced by 20 percent when compared to the Originally Approved Project. Further, the amount of open space would be increased by approximately 80 percent, as the Revised Project would provide 22,792 square feet of open space.

The 1st Revised Project as analyzed in the EIR Addendum was approved by the Planning Director on September 26, 2013.

B. CURRENT PROJECT

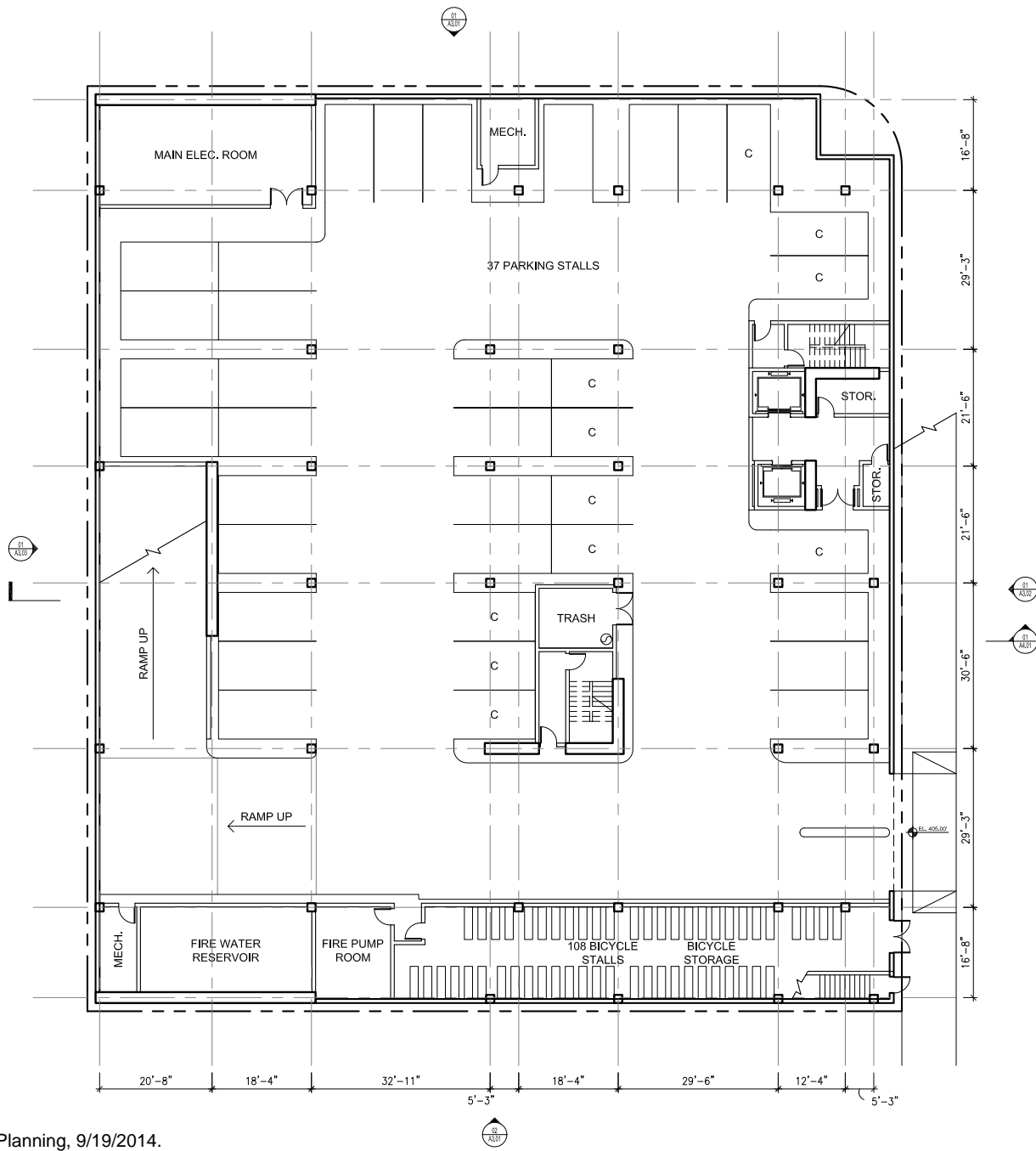
Subsequent to the approval of the 1st Revised Project, the Project applicant decided to again modify the Project (referred to herein as the “Current Project”). The Current Project is substantially similar to both the 1st Revised Project, as well as the Originally Approved Project, and would be built within the same general footprint as both of the previous versions of the Project. Specifically, the Current Project proposes 116 apartment units, eliminating the eight live/work units of the 1st Revised Project and replacing them with apartment units. In addition, the Current Project would replace the approximately 13,000 square feet of office uses proposed by both the Originally Approved Project and the 1st Revised Project with 2,325 square feet of restaurant/retail space. The Current Project’s total floor area would be approximately 59 square feet larger than the Originally Approved Project, and while the Current Project proposes 17 stories, its height would be 174 feet, which is approximately 11 feet shorter than the Originally Approved Project and essentially the same as the 1st Revised Project. The Current Project would provide 201 parking spaces in accordance with Code requirements for apartment and commercial uses, and parking would be provided in one subterranean and four above-grade levels. The amount of subterranean parking has therefore been reduced when compared to both the Originally Approved Project and the 1st Revised Project. Finally, the Current Project would provide approximately 12,200 square feet of open space, which is consistent with LAMC requirements.

Table 1 provides a comparison between the Originally Approved Project, the 1st Revised Project, and the Current Project.

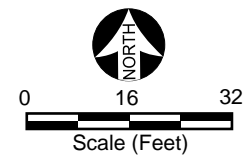
The Current Project’s plans and elevations are provided in Figures 1 through 15.

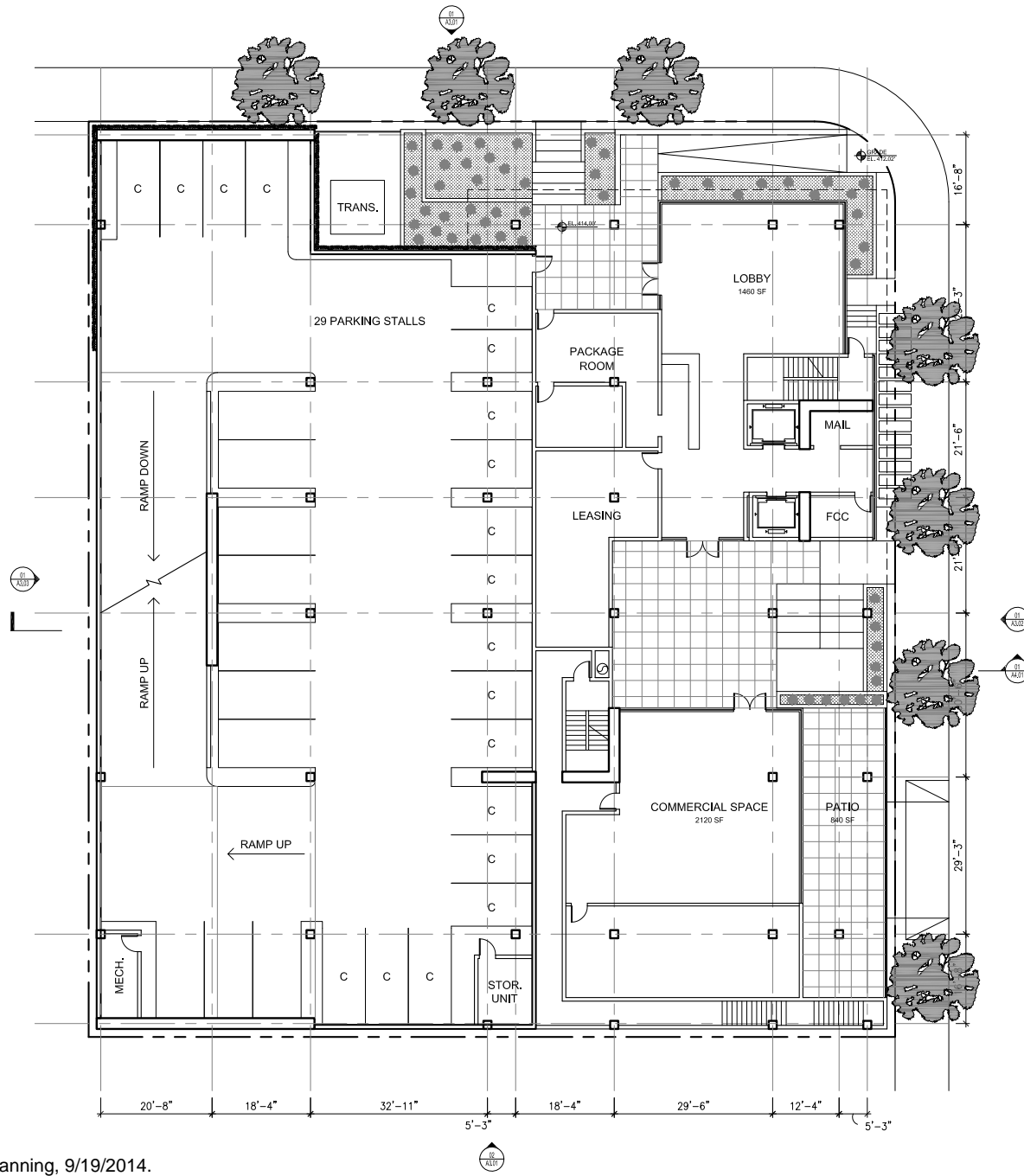
Table 1
Development Summary of Project Changes

Project Component	Originally Approved Project	1st Revised Project	Current Project
Density	95	116	116
Live/Work	10	8	0
Studios	22	24	15
1-Bedroom Flats	36	80	77
2-Bedroom Flats	11	4	24
2-Bedroom Townhouses	16	0	0
Total Floor Area	114,252 sf	111,582 sf	114,311
Commercial Floor Area	13,790	13,442	2,235
Parking	242	208	201
Parking Levels	2.5 levels below grade, 3 levels above grade	2 levels below grade, 3 levels above grade	1 level below grade, 4 levels above grade
Open Space	14,806 sf	22,792 sf	12,200
Height	184’9”	173’11”	174
Stories	16	16	17

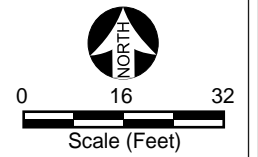


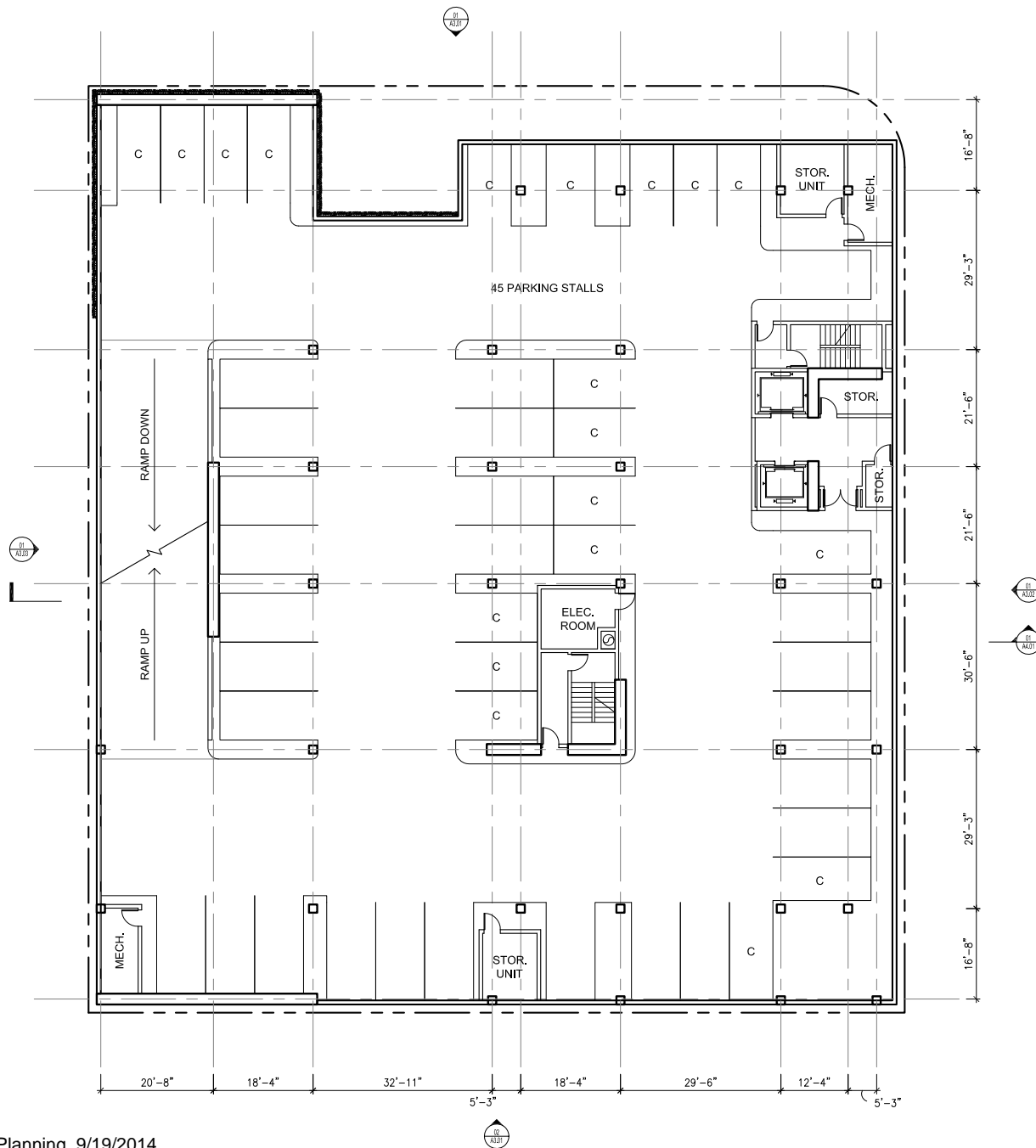
Source: LRG Architecture Interior Planning, 9/19/2014.



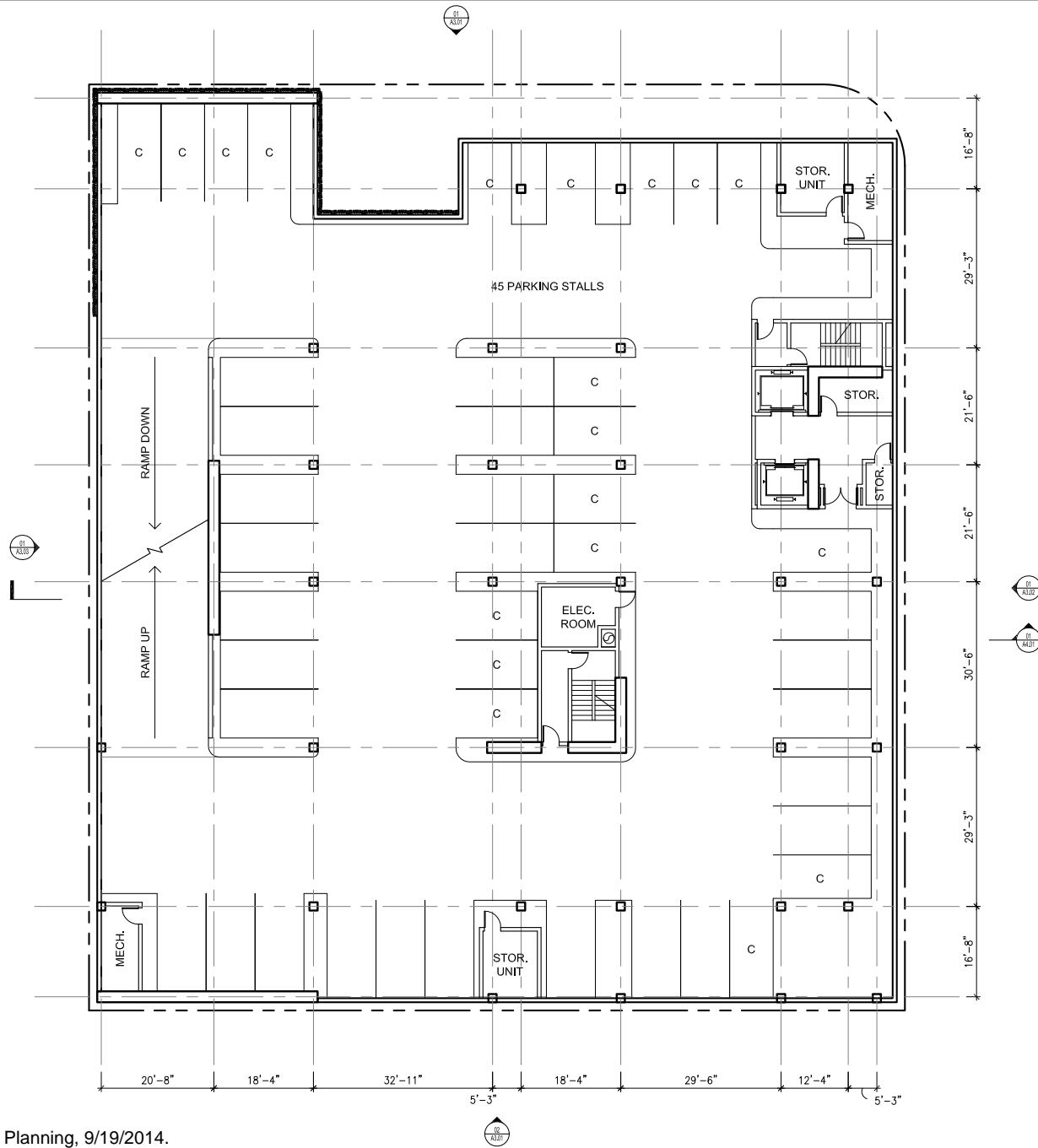


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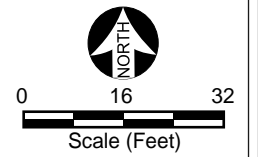


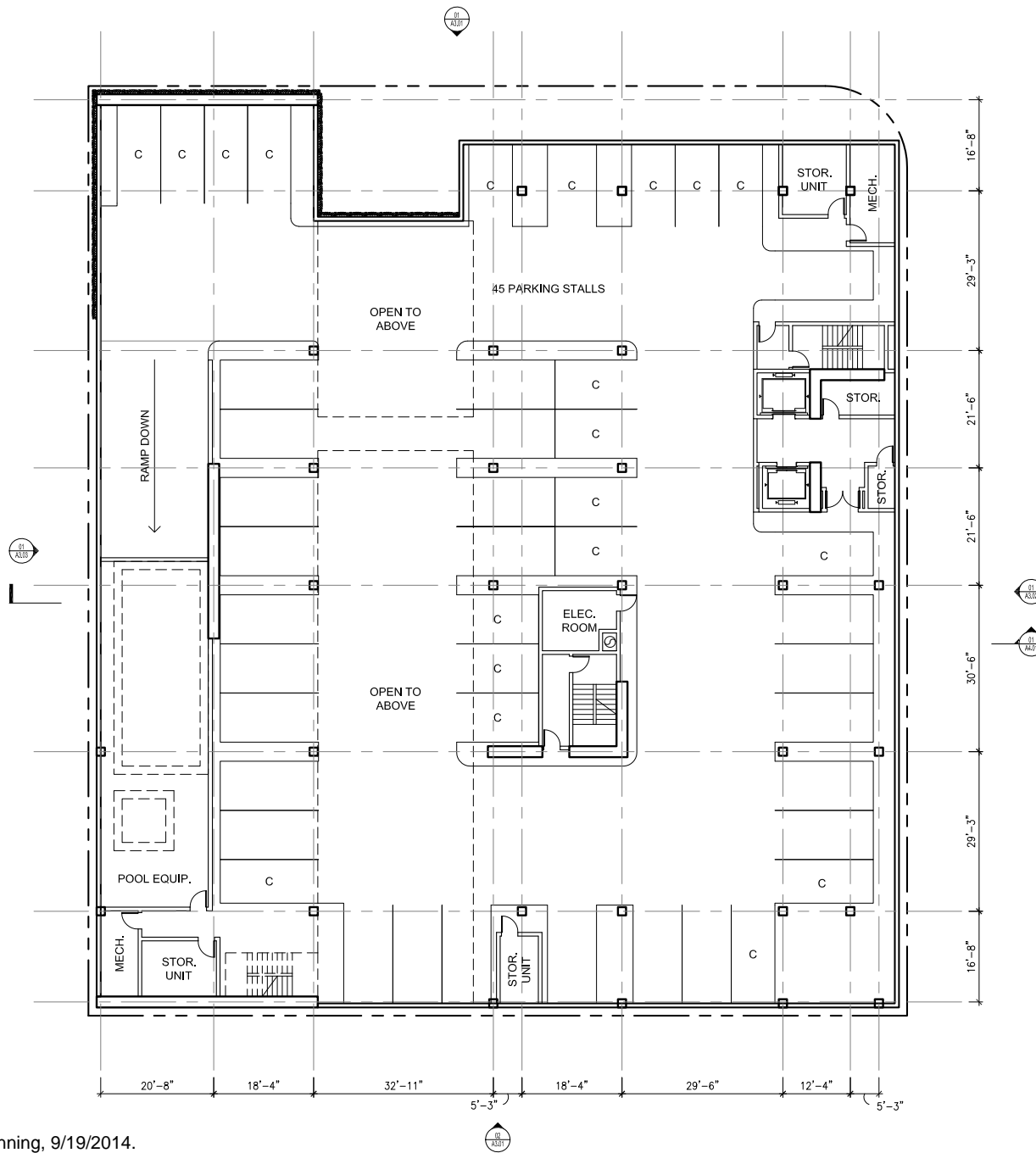


Source: LRG Architecture Interior Planning, 9/19/2014.

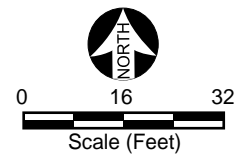


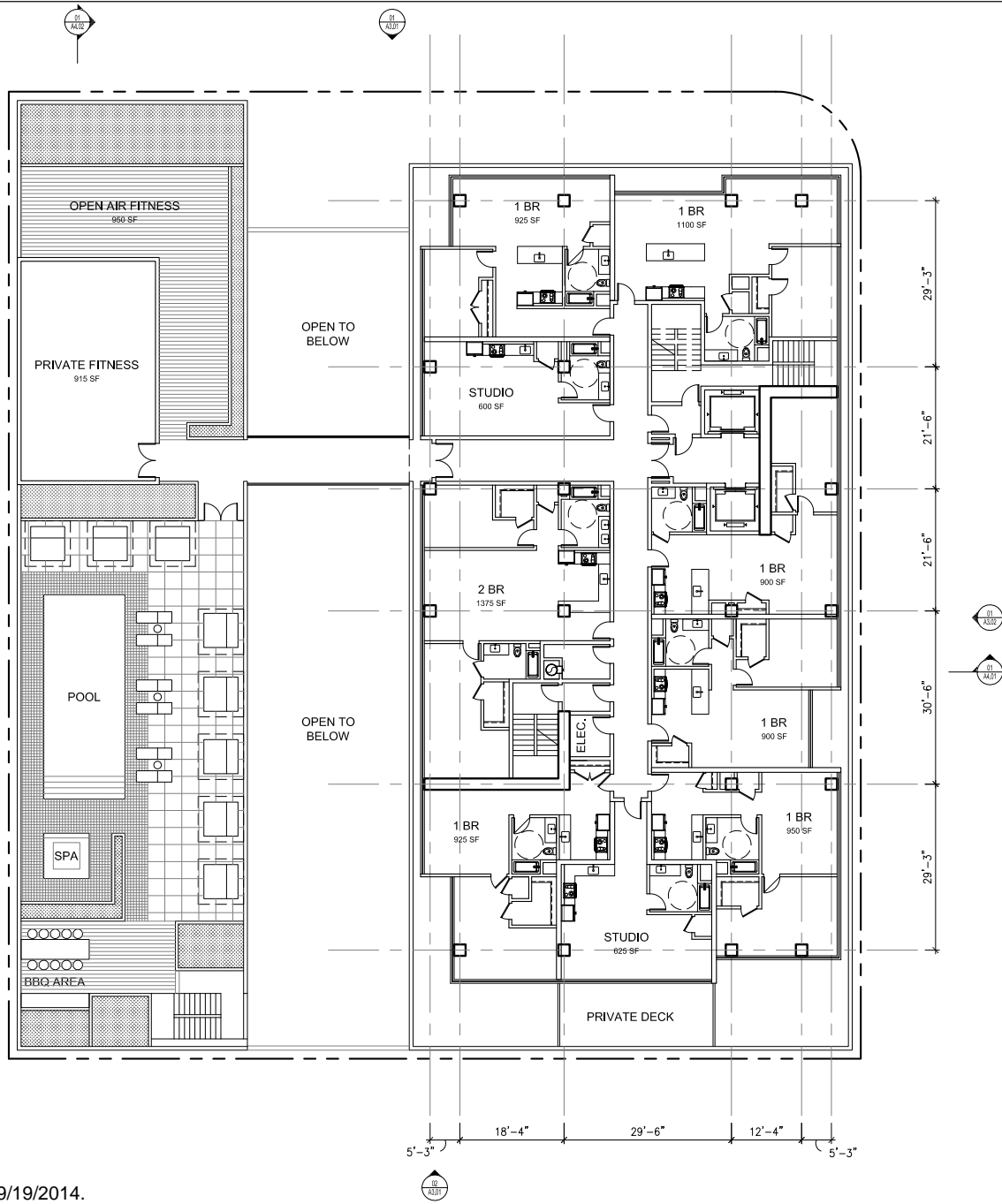
Source: LRG Architecture Interior Planning, 9/19/2014.



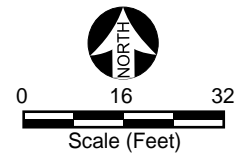


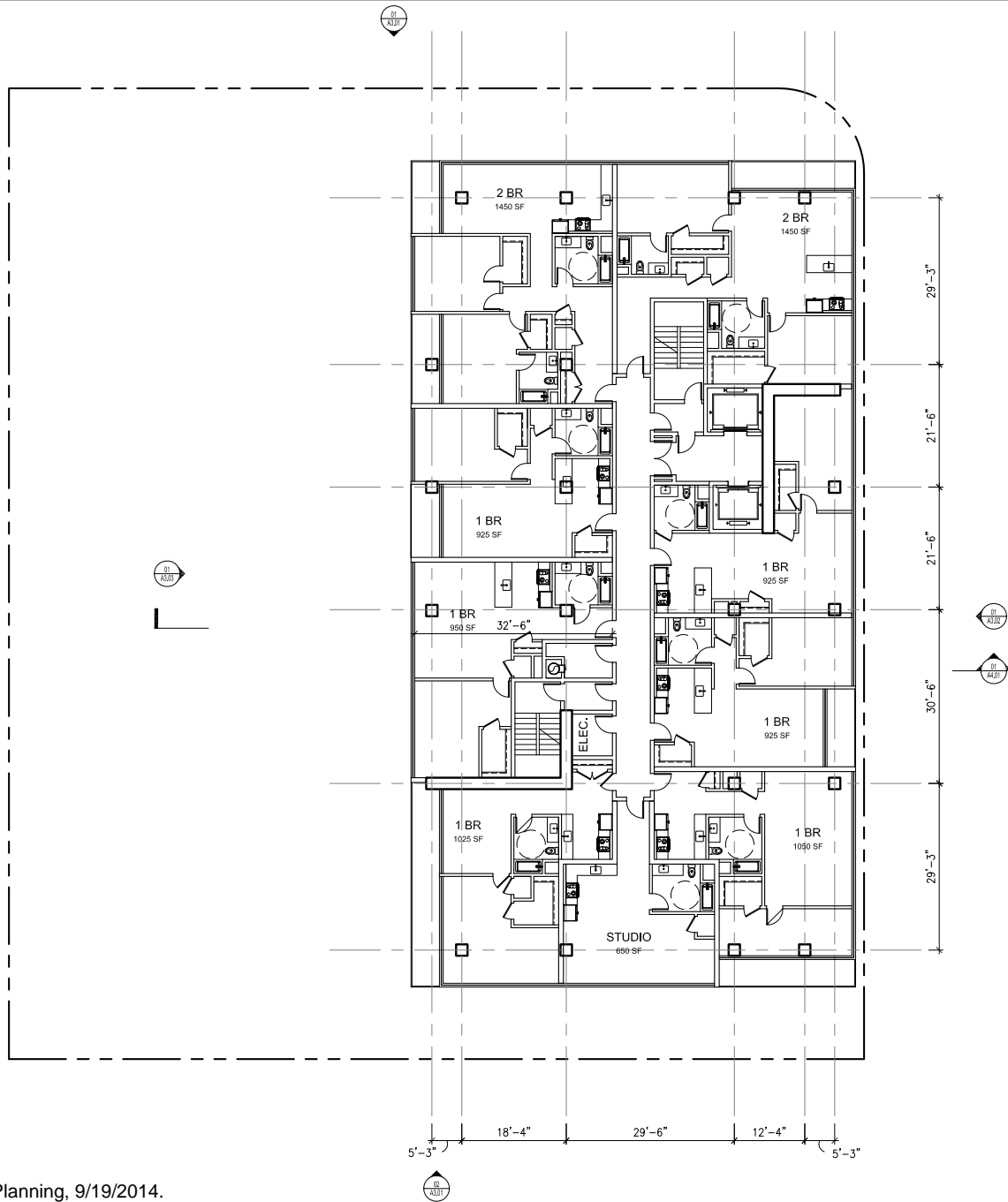
Source: LRG Architecture Interior Planning, 9/19/2014.



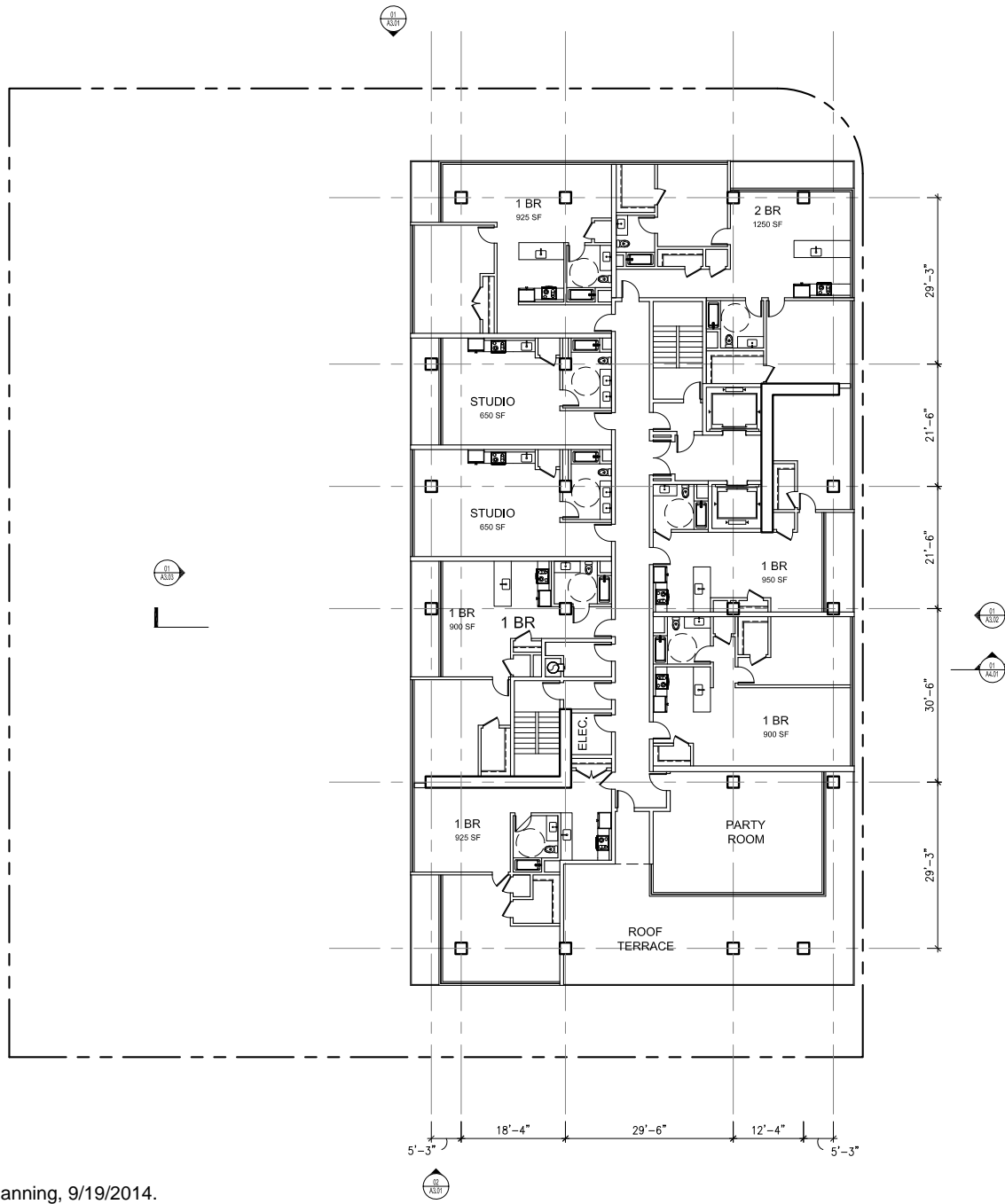


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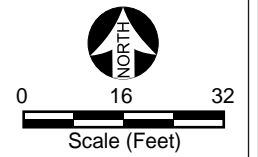


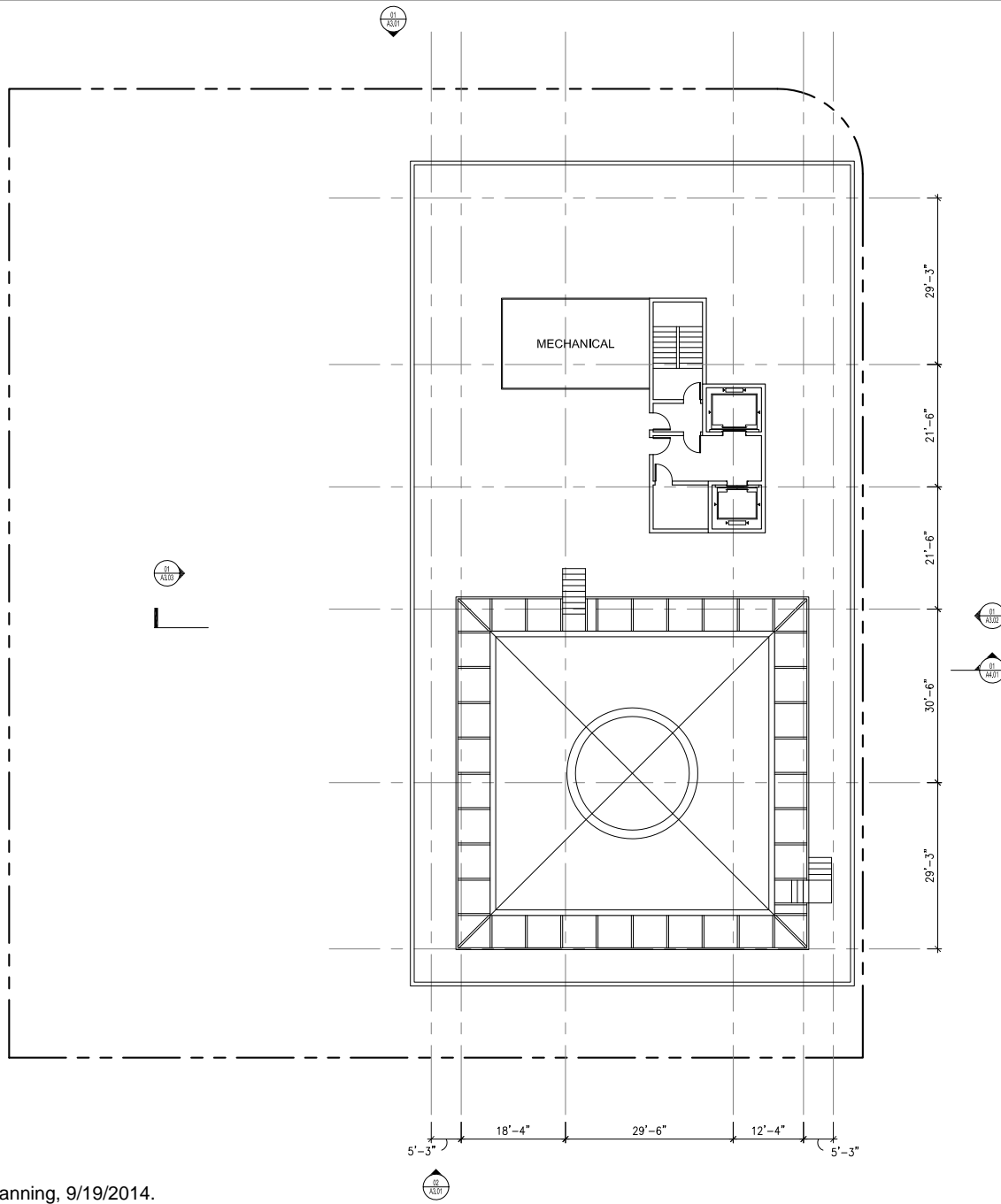


Source: LRG Architecture Interior Planning, 9/19/2014.

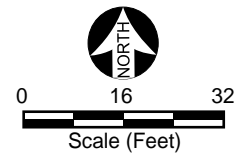


Source: LRG Architecture Interior Planning, 9/19/2014.





Source: LRG Architecture Interior Planning, 9/19/2014.

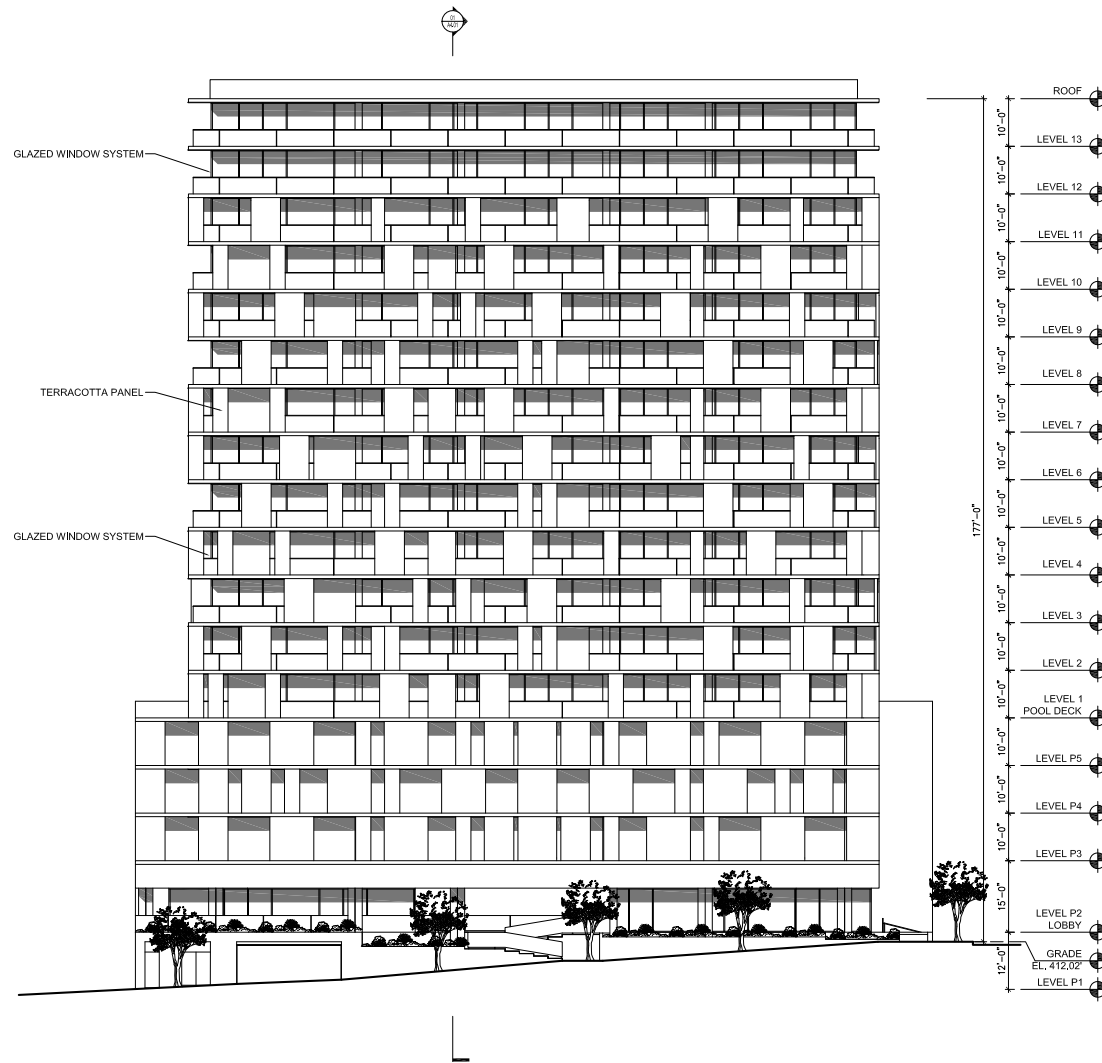




SOUTH ELEVATION

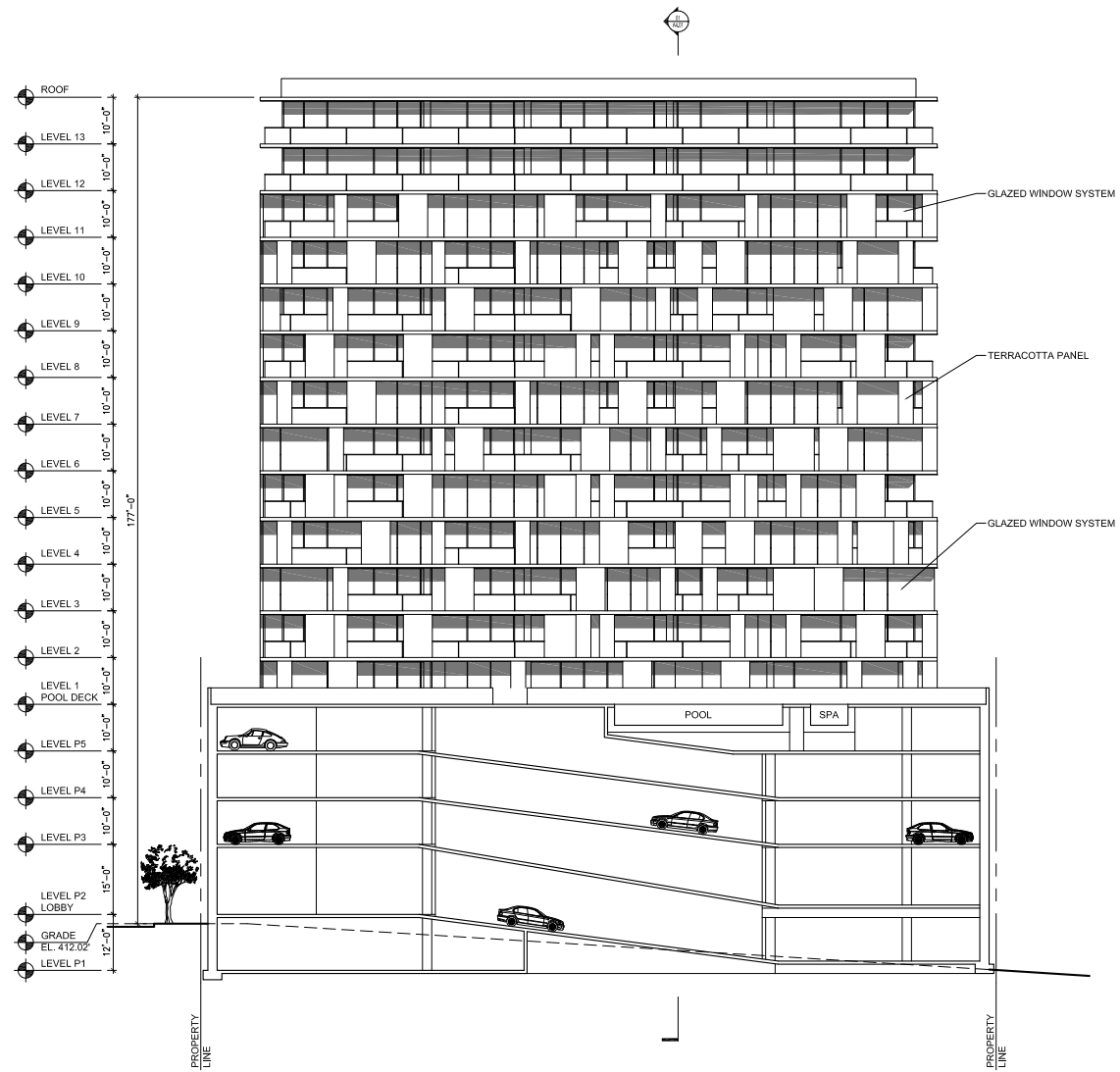
NORTH ELEVATION

Source: LRG Architecture Interior Planning, 9/19/2014.



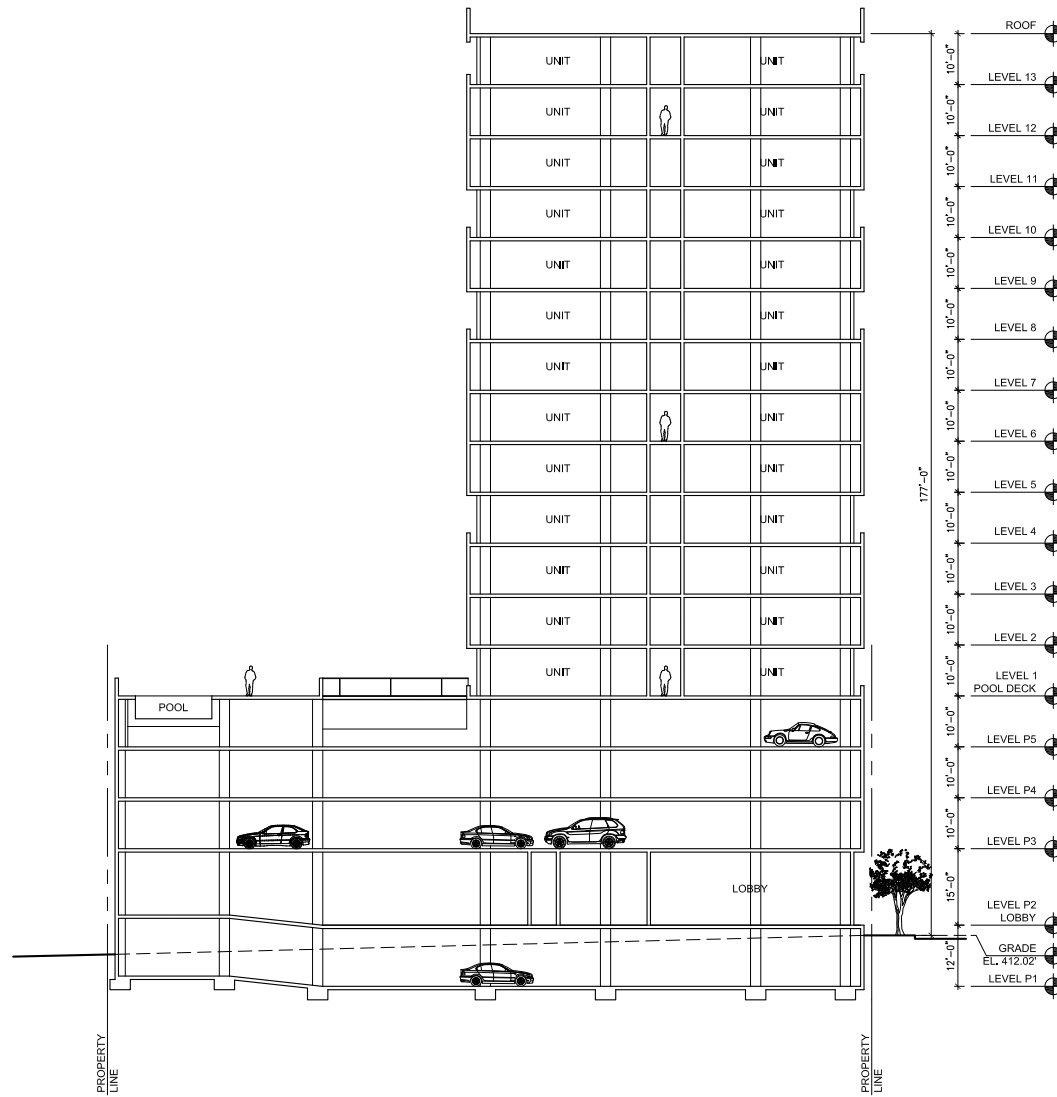
EAST ELEVATION

Source: LRG Architecture Interior Planning, 9/19/2014.



WEST ELEVATION / SECTION LOOKING EAST

Source: LRG Architecture Interior Planning, 9/19/2014.



SECTION LOOKING NORTH

Source: LRG Architecture Interior Planning, 9/19/2014.



PLANT SELECTION:

STREET TREE:
 APPROVAL AND SELECTION PER CITY OF LA DEPARTMENT OF FORESTRY
 STANDARDS 24" BOX SIZE, LOCATION AS SHOWN ON PLAN

ACCENT LANDSCAPE:
 9' X 24' PLANTER AREA FOR BAMBOO

SHRUBS - GROUND LEVEL
 40% FLAT CONTAINERS SPACED 6" O.C.
 30% 5 GALLON CONTAINERS SPACED 24" O.C.
 20% 15 GALLON CONTAINERS SPACED 30" O.C.

SHRUBS - POOL DECK
 60% 15 GALLON CONTAINERS SPACED 30" O.C.
 40% 5 GALLON CONTAINERS SPACED 24" O.C.



AGAVE HAVARDIANA "HARVARD'S CENTURY PLANT"



CABBAGE AGAVE "AGAVE PARRASANA"



EUPHORBIA NERIOLA "SILVER SPURGE"



PENNISETUM ALOPECUROIDES "FOUNTAIN GRASS"



YUCCA LINEARIFOLIA "DENTICULATE-LEAF YUCCA"

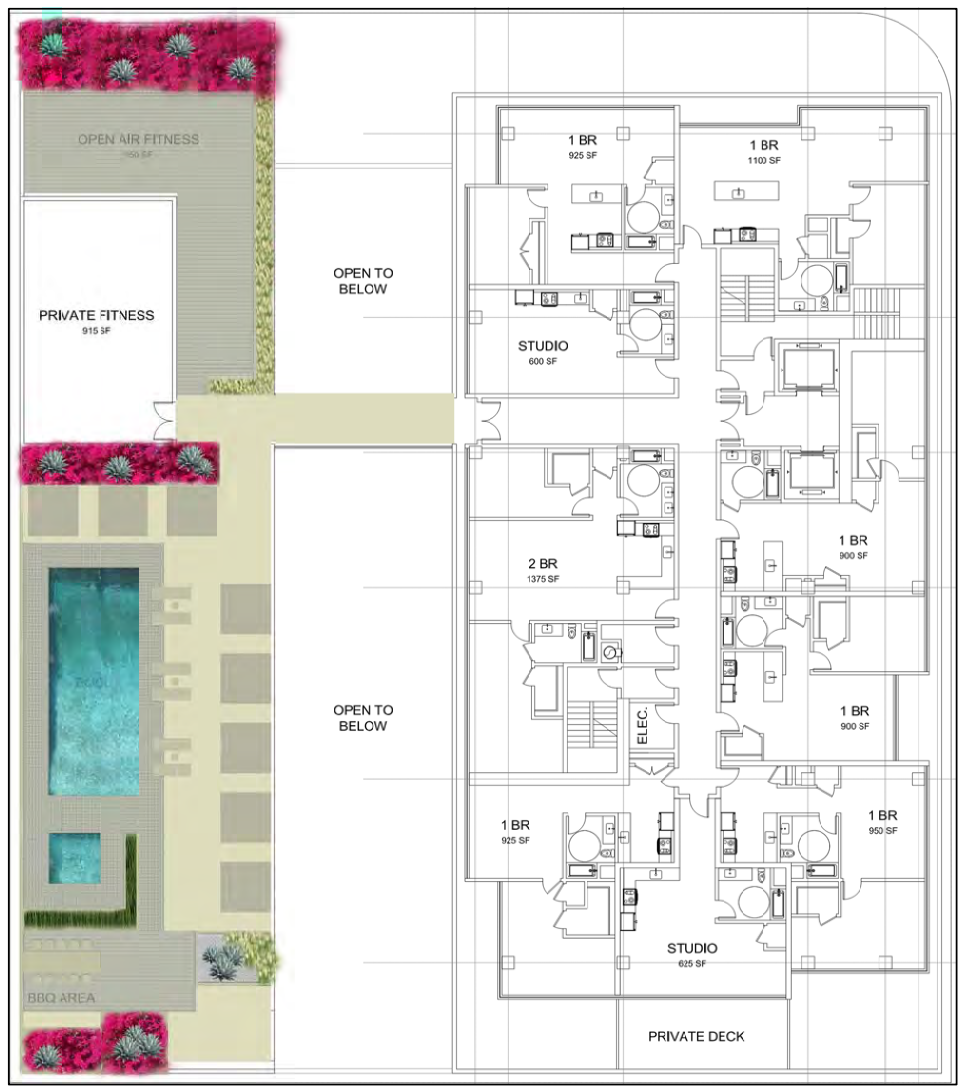


EUCALYPTUS CITRIDORA "LEMON EUCALYPTUS"



BAMBUZA OLDHAMII "GIANT TIMBER BAMBOO"

Source: LRG Architecture Interior Planning, 9/19/2014.



PLANT SELECTION:

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AGAVE HAVARDIANA 'HAVARD'S CENTURY PLANT'



BOUGAINVILLEA SP. 'WUGAINVILLEA'



EQUISETUM ARVENSE 'HORSETAIL'



PENNISETUM ALOPECUROIDES 'FOUNTAIN GRASS'

Source: LRG Architecture Interior Planning, 9/19/2014.

C. ENVIRONMENTAL IMPACT ANALYSIS

Provided below is an assessment of how changes to the Project affect the conclusions of each respective environmental issue analyzed in the Yucca Street Condos EIR and Addendum. The analysis provided below demonstrates that the conclusions of the EIR and Addendum are applicable to the Current Project, and the Current Project would not result in any new significant impacts or a substantial increase in the severity of any previously identified significant effect, or otherwise require preparation of a subsequent or supplemental EIR. The analysis contained herein demonstrates that the Current Project is consistent with the size, scale, and massing of the Originally Approved Project and the 1st Revised Project, and the impact issues previously examined in the EIR and Addendum would remain unchanged with the proposed modifications.

1. AESTHETICS

Originally Approved Project (EIR)

Visual Character

The EIR for the Originally Approved Project analyzed a 16-story mixed-use complex built over three levels of subterranean parking. In the spirit of encouraging new development while preserving the unique character of Hollywood with its landmark buildings, the Originally Approved Project is designed to complement and enhance the aesthetic value and image of the surrounding area. The Originally Approved Project proposed a contemporary, stepped design incorporating two levels of rooftop gardens to minimize and soften the massing of the structure. The materials on the exterior of the proposed building would consist of natural and textured concrete, composite wood vertical louvers, metal louver panels, a clear glass guardrail system for all balcony areas and clear storefront glazing in the commercial spaces. Implementation of the Originally Approved Project would replace the existing surface paving with a new, contemporary building while respecting architectural style and elements of the area. The Originally Approved Project's 16-story tower is purposefully designed as a slender structure and situated on the Site as far as possible from the neighboring Capitol Records Tower. The Project building's contemporary design would not emulate the older structures of the area and does not distract from the unique image of the Capitol Records Tower or from other taller buildings of the area. Thus, the Project building would be sensitive to the unique visual character and image of the area and Project impacts to the area's aesthetic value and image would be less than significant.

Views

The prominent natural visual features in the Project area are the Santa Monica Mountains (Hollywood Hills), located approximately one half mile to one mile north of the Project Site. The most notable Hollywood landmark building near the Project Site is the 13-story Capitol Records Tower. Based on the seven view simulations provided in the Certified EIR that show the Originally Approved Project, there would be no potential obstruction of views toward the Capitol Records Tower from occupants of buildings to the south, north, and west of the building or to vehicles and pedestrians traveling eastbound

on Hollywood Boulevard and Yucca Street. With the exception of a momentary view interruption on the northbound Hollywood Freeway near Gower Street, views of the Capitol Records Tower would be mostly unobstructed from southbound and northbound motorists on the Hollywood Freeway.

Very limited and intermittent views of the Hollywood Hills are currently available in the Project area. Though implementation of the Originally Approved Project would create a minor diminishment of this valued view, views are limited and intermittent and views of the hills can be afforded in many other locations. Therefore, the impact on the view of the hills looking north would also be less than significant.

Signage

The Originally Approved Project proposed a supergraphic sign that would be placed on the Project building for the purpose of advertisement. The proposed supergraphic sign (approximately 20 feet by 60 feet) would be located on the north elevation of the Originally Approved Project near the top of the building. Although the proposed sign would increase the number of signs in the Project vicinity, this increase would be less than significant with respect to visual character because several existing signs are located in the vicinity of the Project Site. Furthermore, the Project Site is within the Hollywood Signage Supplemental Use District (District), which recognizes the importance of signage in Hollywood. The District was established by the City Council via City of Los Angeles Ordinance Number 176,172 to acknowledge and promote the continuing contribution of signage to the distinctive aesthetic of Hollywood. The Ordinance governs, in part, the size and type of signage permitted on a project site. As such, the proposed wallscape sign would be required to meet all applicable requirements and regulations under the established City of Los Angeles Ordinance No. 176,172. With the signage in conformance with the Hollywood Signage Supplemental Use District standards, the potential impact on the visual character of the Project Site and surrounding area would be less than significant, as these standards ensure that signage does not cause significant impacts to surrounding community.

Shade/Shadow

Summer shadows from the Project Site would primarily be cast to the east and west. Shadows are cast on shadow-sensitive land uses towards the end of the daylight hours and would not last longer than four hours. Therefore, summer shadow impacts from the Originally Approved Project would be less than significant. Winter shadows from the Project Site are cast on shadow-sensitive uses towards the end of the day. Given that the shadow is cast towards the end of the day, it is not expected that the shadow would last more than three hours. Therefore, winter shadow impacts from the Originally Approved Project to surrounding shadow-sensitive land uses would be less than significant.

Light and Glare

Although the Site includes an existing structure and a surface parking area which are lit at night, implementation of the Originally Approved Project would create additional sources of illumination on the Project Site, as the Site would be built with a mix of uses, including commercial, office, and residential including a supergraphic sign on the Yucca Street elevation, which would intensify the uses currently on-site. Though the Originally Approved Project would increase ambient light levels on the Project Site and

in the vicinity, the increase would be considered nominal, as the area is located in an urbanized location that is already illuminated at night. The streets are illuminated with streetlights, as well as from passing automobiles. The surrounding buildings emanate light from interior commercial and retail uses and from exterior security lighting. Further, the supergraphic sign on the Yucca Street elevation would conform to the restrictions of the Hollywood Sign SUD (Ordinance Number 176,172), which permits signs. Consequently, the change in levels of ambient illumination as a result of Project implementation would be less than significant.

The Originally Approved Project would include a variety of exterior materials with careful consideration given to exclude materials that would create glare impacts. Further, compliance with the Los Angeles Municipal Code's reflective materials design standards (City Municipal Code Lighting Regulations, Chapter 9, Article 3, Section 93.0117), which limits reflective surface areas and the reflectivity of architectural materials used, would reduce any adverse impact from window glass glare. Implementation of the Project would therefore not produce glare which would create a visual nuisance, a hazard or result in differential warming of adjacent residential properties. The Originally Approved Project's impact with regard to glare would be less than significant.

Overall, the Originally Approved Project's impacts to aesthetics, including visual character, views, shade/shadow, and light and glare, would be less than significant.

Cumulative Impacts

Development of the Originally Approved Project in conjunction with four related projects (Nos. 41, 49, 82, and 83) located north of Hollywood Boulevard would increase building massing in this area. Under the worst-case analysis, it is conservatively assumed that the Originally Approved Project's partial view obstruction from the northbound Hollywood Freeway at Gower Street would be cumulatively considerable with these related projects, and impacts to views of the Capitol Records Tower building would be cumulatively significant.

The Hollywood Redevelopment Plan Amendment EIR (2002) identified a potentially cumulative impact under the maximum possible development scenario of view blockage of the "Hollywood" sign from east-west streets as development would potentially introduce new buildings into existing view lines from these streets to the sign. It is speculative at this time to determine if and when the development assumed under the maximum possible development scenario would occur. Further, views of the "Hollywood" sign from Yucca Street (an east-west street) are not visible from the Project Site or from vantage locations west of the Site, such as Yucca Street and Vine Street. Intervening topography, buildings and the Hollywood freeway obstruct existing views of the sign. Consequently, implementation of related project number 49 (also located on Yucca Street) and portions of related project number 82/83 would not obstruct views of the sign. As a result, no substantial scenic resources are located in the area surrounding the Project Site that could be affected by a cumulatively considerable reduction in views. Therefore, the Originally Approved Project in conjunction with the related projects would not result in cumulatively considerable impacts with regard to view impacts of the "Hollywood" sign and impacts would be less than significant.

The remainder of the cumulative impacts (visual character, shade/shadow, and light and glare) would be less than significant.

1st Revised Project (Addendum)

Visual Character

The 1st Revised Project would be of the same general size and scale as the Originally Approved Project, would be constructed generally within the same building footprint, and proposes the same architectural design and materials as the Originally Approved Project. In addition, the 1st Revised Project has been designed to complement the aesthetic value and image of the surrounding area. The new building would alter the visual character of the area by replacing a surface parking lot with a building in an architectural style that is visually compatible with the historical landmarks in the area. Like the Originally Approved Project, the 1st Revised Project's 16-story tower is purposefully designed as a slender structure and situated on the Site as far as possible from the neighboring Capitol Records Tower. The Project building's contemporary design does not emulate the older structures of the area and does not distract from the unique image of the Capitol Records Tower or from other taller buildings of the area. Thus, the 1st Revised Project building remains sensitive to the unique visual character and image of the area and Project impacts to the area's aesthetic value and image would be less than significant, and the same as the Originally Approved Project's impacts.

Views

The 1st Revised Project would be constructed within the same building footprint as the Originally Approved Project, although the 1st Revised Project's building would be slightly shorter than the Originally Approved Project by approximately 11 feet. Therefore, the 1st Revised Project would not be expected to obstruct views of the Capitol Records Tower, with the exception of a momentary view interruption on the northbound Hollywood Freeway near Gower Street (same as the Originally Approved Project). Like the Originally Approved Project, the 1st Revised Project may create a minor diminishment of the view of the Hollywood Hills. However, views of the Hollywood Hills are available in many other locations. Therefore, the 1st Revised Project would result in a less than significant impact with respect to valued views, same as the Originally Approved Project.

Signage

The 1st Revised Project does not propose a supergraphic sign. Therefore, aesthetic impacts related to signage are less than significant.

Shade/Shadow

The 1st Revised Project would be generally built within the same footprint as the Originally Approved Project, and would be slightly shorter. Shadows generated by the 1st Revised Project on surrounding sensitive uses are expected to be slightly reduced when compared to the Originally Approved Project. Therefore, the 1st Revised Project's impacts with respect to shade/shadow would be less than significant.

Light and Glare

Like the Originally Approved Project, the 1st Revised Project would increase ambient light levels on the Project Site and in the vicinity. However, the increase would be considered nominal, as the area is located in an urbanized location that is already illuminated at night, and the illumination provided by the 1st Revised Project would be the same as the illumination provided by the Originally Approved Project. In addition, the 1st Revised Project would exclude materials that would create glare impacts, and would comply with the City's Lighting Regulations contained in the LAMC. Overall, the 1st Revised Project's impacts with respect to light and glare would be less than significant, and the same as the Originally Approved Project.

The 1st Revised Project's modifications to the Originally Approved Project would not change the existing conditions of the Project Site. Therefore, the aesthetic impacts of the 1st Revised Project would be the same as the impacts of the Originally Approved Project. Visual character, views, shade/shadow, and light and glare impacts would continue to be less than significant.

Cumulative Impacts

The cumulative impact would also be the same for the 1st Revised Project as for the Originally Approved Project, which would be less than significant for visual character, shade/shadow, and light and glare. Cumulative impacts with respect to views of the Capitol Record Tower are conservatively considered to be significant and unavoidable.

Current Project

Visual Character

The Current Project would be of the same general size and scale as both the Originally Approved Project and the 1st Revised Project, would be constructed generally within the same building footprint, and proposes the same architectural design and materials. In addition, the Current Project has been designed to complement the aesthetic value and image of the surrounding area. The new building would alter the visual character of the area by replacing a surface parking lot with a building in an architectural style that is visually compatible with the historical landmarks in the area. Like both the Originally Approved Project and the 1st Revised Project, the Current Project's tower is purposefully designed as a slender structure and situated on the Site as far as possible from the neighboring Capitol Records Tower. The Project building's contemporary design does not emulate the older structures of the area and does not distract from the unique image of the Capitol Records Tower or from other taller buildings of the area. Thus, the Current Project building remains sensitive to the unique visual character and image of the area and Project impacts to the area's aesthetic value and image would be less than significant, and the same as the impacts of the Originally Approved Project and the 1st Revised Project.

Views

The Current Project would be constructed within the same building footprint and at the same height as the 1st Revised Project, and approximately 11 feet shorter than the Originally Approved Project. Moreover, the reduction in massing of the Current Project's podium nearest the Capitol Records Tower as compared to the Originally Approved Project enhances the view corridor to the Capitol Records Tower. Therefore, the Current Project would not be expected to obstruct views of the Capitol Records Tower, with the exception of a momentary view interruption on the northbound Hollywood Freeway near Gower Street (same as the Originally Approved Project and 1st Revised Project). Like the previous versions of the Project, the Current Project may create a minor diminishment of the view of the Hollywood Hills. However, views of the Hollywood Hills are available in many other locations. Therefore, the Current Project would result in a less than significant impact with respect to valued views, same as the Originally Approved Project and the 1st Revised Project.

Signage

The Current Project does not propose a supergraphic sign. Therefore, aesthetic impacts related to signage are less than significant.

Shade/Shadow

The Current Project would be constructed within the same building footprint and at the same height as the 1st Revised Project, and approximately 11 feet shorter than the Originally Approved Project. As such, shadows generated by the Current Project on surrounding sensitive uses are expected to be slightly reduced when compared to the Originally Approved Project and the same as the 1st Revised Project. Overall, the Current Project's impacts with respect to shade/shadow would be less than significant.

Light and Glare

Like both the Originally Approved Project and the 1st Revised Project, the Current Project would increase ambient light levels on the Project Site and in the vicinity. However, the increase would be considered nominal, as the area is located in an urbanized location that is already illuminated at night, and the illumination provided by the Current Project would be the same as the illumination provided by the previous versions of the Project. In addition, the Current Project would exclude materials that would create glare impacts, and would comply with the City's Lighting Regulations contained in the LAMC. Overall, the Current Project's impacts with respect to light and glare would be less than significant, and the same as the impacts of the Originally Approved Project and the 1st Revised Project.

The conditions that could affect impacts to aesthetics would remain unchanged. The Current Project's modifications would not change the existing conditions of the Project Site. Therefore, the aesthetic impacts of the Current Project would be the same as the impacts of the Originally Approved Project and the 1st Revised Project. Visual character, views, shade/shadow, and light and glare impacts would continue to be less than significant.

Cumulative Impacts

The cumulative impact for visual character, shade/shadow, and light and glare would also be the same for the Current Project as for the Originally Approved Project and the 1st Revised Project and less than significant. As with the Originally Approved Project and the 1st Revised Project, cumulative impacts with respect to views of the Capitol Record Tower are conservatively considered to be significant and unavoidable. The Current Project does not substantially increase the severity of this impact. Rather, because the Current Project is approximately 11 feet shorter than the Originally Approved Project and would reduce massing of the podium nearest the Capitol Records Tower as compared to the Originally Approved Project, cumulative view impacts upon the Capitol Records Building would be reduced as compared to the Originally Approved Project.

2. AGRICULTURAL RESOURCES**Originally Approved Project (EIR)**

The Project Site is located in a heavily urbanized area in the Hollywood community of the City of Los Angeles and does not include any State designated agricultural lands. The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Site is not included in the Important Farmland Category and the Project Site and adjacent properties are not utilized for agricultural purposes. Additionally, the Originally Approved Project (as analyzed in the EIR) would not involve the conversion of agricultural land to another use and the Project Site is not under a Williamson Act contract. Therefore, no impacts to agricultural resources would occur as a result of the Originally Approved Project (as analyzed EIR).

Cumulative Impacts

As the Originally Approved Project would result in no impact with respect to agricultural resources, it would not combine with any other project to result in a significant cumulative impact. As such, cumulative impacts with respect to agricultural resources would be less than significant.

1st Revised Project (Addendum)

The 1st Revised Project would be developed on the same Site as the Originally Approved Project. The conditions that could affect impacts to agricultural resources would remain unchanged. Therefore, the 1st Revised Project would have no impacts to agricultural resources, same as the Originally Approved Project.

Cumulative Impacts

The cumulative impact would be exactly the same for both the Originally Approved Project and the 1st Revised Project.

Current Project

The Current Project would be developed on the same Site as the Originally Approved Project and the 1st Revised Project. The conditions that could affect impacts to agricultural resources would remain unchanged. The changes proposed by the Current Project would not result in any new significant environmental impacts upon agricultural resources or result in a substantial increase in the severity of any previously identified impacts. Therefore, the Current Project would have no impacts to agricultural resources, same as both the Originally Approved Project and the 1st Revised Project.

Cumulative Impacts

The cumulative impact would also be exactly the same for the Current Project as for the Originally Approved Project and the 1st Revised Project.

3. AIR QUALITY

Originally Approved Project (EIR)

Construction

Regional Impacts

The Originally Approved Project included demolition of 18,614 square feet of existing development, along with grading, Site preparation, and building construction and Site improvements for 114,252 square feet of new uses in a 16-story development. All Project-related emissions during the construction phase would be well below the SCAQMD's thresholds of significance for regional air quality impacts. As a result, construction of the Originally Approved Project would not have had a significant effect on regional air quality.

Localized Impacts

Given the proximity of local sensitive receptors in the vicinity of the Project area, the Certified EIR analyzed the impacts of on-site emissions of NO_x, CO, and PM₁₀ on those receptors and found the Project's construction would not have significant impacts on localized concentrations of those three criteria pollutants.

Operation

Regional Impacts

Operation of the Originally Approved Project would have generated long-term emissions of criteria pollutants, primarily from the generation of 364 average vehicle trips each day. The Originally Approved Project's emissions would have peaked during the morning and afternoon peak traffic periods, where the Project would generate 25 and 38 vehicle trips during the peak hours, respectively. As demonstrated in

the Certified EIR, the Project's operational emissions would not exceed the SCAQMD's thresholds of significance.

Localized On-Site Impacts

Operation of the Originally Approved Project would have generated long-term, on-site emissions of criteria pollutants, primarily from heating and cooling of living spaces, water, cooking appliances, and use of landscape equipment. These processes would have generated long-term emissions that impact local sensitive receptors in the vicinity of the Project area. The Certified EIR analyzed the impacts of on-site emissions of NO_x, CO, PM₁₀, and PM_{2.5} on those receptors and found the Project's operation would not have significant impacts on localized concentrations of those three criteria pollutants.

Localized Off-Site Impacts

Operation of the Originally Approved Project would have generated long-term, off-site emissions of criteria pollutants from the daily travel of 364 net vehicle trips. These vehicles would have been distributed through local streets as follows: 25% to the north, 15% to the south, 15% to the east, 15% to the west, and 30% to the southeast via US-101. The Certified EIR analyzed how the Originally Approved Project's traffic would impact local CO concentrations at five nearby intersections. Based on the 2006 traffic study by Kaku Associates that found that the Project would not significant increase congestion at study intersections, the Certified EIR found that CO concentrations at these intersections would fall far below the State and federal standards.

Cumulative Impacts

The Originally Approved Project was found to be consistent with population growth forecasts for residential development in the 2003 Air Quality Management Plan through 2025.

1st Revised Project (Addendum)

Construction

Regional Impacts

The existing uses on the Site have been demolished since preparation of the EIR. In addition, the 1st Revised Project would be smaller than the Originally Approved Project, with 2,694 square feet less floor area and a structure that is 11 feet lower in height. As a result, construction impacts associated with demolition, Site preparation, grading, building construction, asphalt, and architectural coatings would be lower than the less than significant impacts documented in the Certified EIR. As such, the 1st Revised Project's construction impact on regional air quality is expected to be less than significant. All construction-related mitigation measures identified in the Certified EIR are still appropriate and should be implemented.

Localized Impacts

On-site construction impacts associated with demolition, Site preparation, grading, building construction, asphalt, and architectural coatings would be lower than those determined for the Originally Approved Project because the 1st Revised Project would have 2,694 square feet less floor area and would be in a structure 11 feet lower in height. As a result, the 1st Revised Project's construction impact on localized air quality is expected to be less than significant. All construction-related mitigation measures identified in the Certified EIR are still appropriate and should be implemented.

Operation

Regional Impacts

The 1st Revised Project would result in slightly higher emissions of all criteria pollutants during its daily operation because of the 22 percent increase in the number of residential units. While landscape maintenance emissions would remain unchanged, emissions from water and space heating, consumer products, and motor vehicles would increase incrementally. However, the 1st Revised Project would not result in operational emissions that exceed the SCAQMD's thresholds of significance. As a result, the 1st Revised Project's operational impact on regional air quality is expected to be less than significant.

Localized On-Site Impacts

The 1st Revised Project would also generate long-term, on-site emissions of criteria pollutants from heating and cooling of living spaces, water, cooking appliances, and use of landscape equipment. These processes would generate long-term emissions that impact local sensitive receptors in the vicinity of the Project area. However, given the marginal increase in the 1st Revised Project's residential component and reduction in the office space component of the Project, on-site emissions of NO_x, CO, and PM₁₀ on those receptors would not result in significant impacts on localized concentrations of those criteria pollutants. As a result, the 1st Revised Project's on-site operational impact on regional air quality is expected to be less than significant.

Localized Off-Site Impacts

The 1st Revised Project would result in 109 more daily vehicle trips than the Originally Approved Project, a 30 percent increase. However, a June 14, 2012 Technical Memorandum prepared by Fehr & Peers found that the 1st Revised Project would have negligible impacts on local congestion and would not significantly degrade traffic levels of service at ten study intersections near the Project Site. Based on the Certified EIR, the updated traffic impact analysis, and the ambient CO concentrations in the vicinity of the Project Site, CO concentrations at these intersections would fall far below the State and federal standards. As a result, the 1st Revised Project's off-site operational impact on regional air quality is expected to be less than significant.

Overall, the air quality impacts of the 1st Revised Project would be the same as the impacts of the Originally Approved Project and there continues to be a less than significant impact with respect to air quality.

Cumulative Impacts

The incremental increase in population from the 1st Revised Project is approximately 17 additional residents when compared to the Originally Approved Project (see Population and Housing, below). As a result, the 1st Revised Project would add population to the South Coast Air Basin that is consistent with growth forecasts for residential development in the 2007 Air Quality Management Plan through 2025. As a result, the 1st Revised Project's cumulative impact on regional air quality is expected to be less than significant.

Current Project

Construction

Regional Impacts

The existing uses on the Site have already been demolished. The Current Project proposes a building in the same general footprint as the previous versions of the Project, although the Current Project would be slightly larger than the 1st Revised Project (by approximately 2,729 square feet) and of essentially the same size as the Originally Approved Project. In addition, the Current Project would remove one level of subterranean parking when compared to the 1st Revised Project and 1.5 levels when compared to the Originally Approved Project. Overall, construction impacts associated with demolition, Site preparation, grading, building construction, asphalt, and architectural coatings would be similar to the less than significant impacts documented for both the Originally Approved Project and the 1st Revised Project. As such, the Current Project's construction impact on regional air quality is expected to be less than significant. All construction-related mitigation measures identified in the Certified EIR are still appropriate and should be implemented.

Localized Impacts

As discussed above, on-site construction impacts associated with demolition, Site preparation, grading, building construction, asphalt, and architectural coatings would be similar to the impacts documented for both the Originally Approved Project and the 1st Revised Project. As a result, the Current Project's construction impacts on localized air quality are expected to be less than significant. All construction-related mitigation measures identified in the Certified EIR are still appropriate and should be implemented.

Operation

Regional Impacts

As the Current Project proposes the same number of residential units as the 1st Revised Project, as well as a reduction in commercial space, the Current Project would be expected to result in a similar number of emissions of all criteria pollutants during its daily operation. This includes emissions from landscape maintenance equipment, water and space heating, and consumer products. In addition, as described below under Transportation/Traffic, the Current Project would result in the same number of traffic trips per day and therefore would also result in the same amount of emissions from motor vehicles as the 1st Revised Project. Thus, the Current Project would not result in operational emissions that exceed the SCAQMD's thresholds of significance and impacts would be less than significant and the same as the 1st Revised Project.

Localized On-Site Impacts

The Current Project would also generate long-term, on-site emissions of criteria pollutants from heating and cooling of living spaces, water, cooking appliances, and use of landscape equipment. These processes would generate long-term emissions that impact local sensitive receptors in the vicinity of the Project area. However, given the fact that the Current Project proposes the same overall number of residential units as the 1st Revised Project (116, although the Current Project includes eight additional apartment units in lieu of the 1st Revised Project's eight live/work units), and the reduction in commercial space, on-site emissions of NO_x, CO, PM₁₀, and PM_{2.5} on those receptors would not result in significant impacts on localized concentrations of those criteria pollutants. As a result, the Current Project's on-site operational impact on regional air quality is expected to be less than significant and the same as the impacts of the 1st Revised Project.

Localized Off-Site Impacts

The traffic memorandum prepared for the Current Project (described in greater detail under "Transportation/Traffic" below) concluded that the Current Project would result in the same number of daily trips as the 1st Revised Project, which is a slight increase in trip generation when compared to the Originally Approved Project. As the Current Project results in the same number of daily trips as the 1st Revised Project, the Current Project would have the same negligible impacts on local congestion and would not significantly degrade traffic levels of service at the 10 study intersections near the Project Site. Based on the ambient CO concentrations in the vicinity of the Project Site, CO concentrations at these intersections would fall far below the State and federal standards. As a result, the Current Project's off-site operational impact on regional air quality is expected to be less than significant.

The changes proposed by the Current Project would not result in any new significant environmental impacts upon air quality or result in a substantial increase in the severity of any previously identified impacts. Therefore, the air quality impacts of the Current Project would be the similar to s the impacts of the Originally Approved Project as well as the 1st Revised Project, and also less than significant impact.

Cumulative Impacts

The incremental increase in population from the Current Project (including residential and commercial Project components) would be reduced when compared to the 1st Revised Project and the Originally Approved Project (see Population and Housing, below). Like the 1st Revised Project and the Originally Approved Project, the Current Project would add population to the South Coast Air Basin that is consistent with growth forecasts for residential development in the 2012 Air Quality Management Plan through 2025. As a result, the Current Project's cumulative impact on regional air quality is expected to be less than significant.

4. BIOLOGICAL RESOURCES**Originally Approved Project (EIR)**

The Project Site is located in a heavily urbanized area in the Hollywood community of the City of Los Angeles and previously contained a vacant office/radio station facility, which has since been demolished. The Project Site does not contain 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 (Fish and Wildlife) or U.S. Fish and Wildlife Service (USFWS). Nor are there any riparian or other sensitive habitat areas located on or adjacent to the Project Site. In addition, there are no known locally designated natural communities on the Project Site or in the Project vicinity.

The Originally Approved Project would not result in the direct removal, filling or hydrological interruption of a federally protected wetland as defined by Section 404 of the Clean Water Act. Due to the highly urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites in the Project vicinity. The Originally Approved Project would not interfere with the movement of any resident or migratory fish or wildlife species. There are no known locally designated natural communities on the Project Site or in the Project vicinity. Therefore, the Originally Approved Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan. Therefore, the Originally Approved Project would not impact biological resources.

Cumulative Impacts

As the Originally Approved Project would result in no impact with respect to biological resources, it would not combine with any other project to result in a significant cumulative impact. As such, cumulative impacts with respect to biological resources would be less than significant.

1st Revised Project (Addendum)

The 1st Revised Project would be developed on the same Site as the Originally Approved Project. The conditions that could affect impacts to biological resources would remain unchanged. Therefore, the 1st Revised Project would have no impacts to biological resources, same as the Originally Approved Project.

Cumulative Impacts

The cumulative impact would be exactly the same for both the Originally Approved Project and the 1st Revised Project.

Current Project

The Current Project would be developed on the same Site as both the Originally Approved Project and the 1st Revised Project. The conditions that could affect biological resources would remain unchanged with the Current Project. There would be no Site changes that include any areas of significant biological value. The changes proposed by the Current Project would not result in any new significant environmental impacts upon biological resources or result in a substantial increase in the severity of any previously identified impacts. Therefore, the Current Project would have no impacts to biological resources, same as both the Originally Approved Project and the 1st Revised Project.

Cumulative Impacts

The cumulative impact would be exactly the same for the Current Project as for both the Originally Approved Project and the 1st Revised Project and also less than significant.

5. CULTURAL RESOURCES**Originally Approved Project (EIR)**

The previously-existing building on the Project Site did not qualify as an historic resource subject to CEQA. Therefore, the Originally Approved Project would not involve the demolition of an historic resource. The Project Site is also in close proximity to, but not within the boundaries of, the Hollywood Boulevard Commercial and Entertainment District (Historic District). The Originally Approved Project would not physically affect any building located within the Historic District, and as such, would not affect the ratio of contributing buildings to noncontributing buildings. Further, the Originally Approved Project would not significantly impact the Capitol Records Tower, because it would continue to be listed in the California Register of Historical Resources and would remain eligible for listing on the National Register after construction of the Originally Approved Project. As such, the Originally Approved Project would have a less than significant impact with respect to historic resources.

There are no known archaeological resources, paleontological resources, or human remains on the Project Site. Further, the Project Site has been previously disturbed and paved for development. Therefore, it is likely that any resources would have been discovered by previous development activities. However, potential impacts associated with the accidental discovery of unknown archaeological or paleontological resources or human remains would be mitigated to a less than significant level by implementing standard City mitigation measures during the earthwork and excavation phase.

Cumulative Impacts

If historic resources are potentially affected by the development of related projects, the related projects would be subject to the requirements of CEQA and the City of Los Angeles historic resources protection ordinances. It is further anticipated that the effects of cumulative development on historic resources would be mitigated to the extent feasible in accordance with CEQA and other applicable legal requirements. Consequently, cumulative impacts on historic resources as a result of related project development would be less than significant and thus, when evaluated in conjunction with the Originally Approved Project would not be cumulatively considerable. Like the Originally Approved Project, the related projects would follow standard City mitigation measures during the earthwork and excavation phase to avoid any impacts with respect to archaeological/paleontological resources and human remains. As such, cumulative impacts with respect to cultural resources would be less than significant.

1st Revised Project (Addendum)

The conditions that could affect impacts to cultural resources would remain unchanged with the 1st Revised Project. The changes would be largely internal and would involve a different interior allocation of space within the Project, namely the switch from larger condominium units to smaller apartment units, when compared to the Originally Approved Project. As such, the 1st Revised Project would not be expected to impact any neighboring historic resources (such as the Pantages Theater or the Capitol Records Tower). Therefore, impacts with respect to historic resources as a result of the 1st Revised Project would be less than significant, same as the Originally Approved Project.

The modifications to the Project would not change the existing conditions of the Project Site or the proposed excavation plans for the Project and would not change the impacts with respect to archaeological/paleontological resources or human remains. Therefore, the cultural resource impacts of the 1st Revised Project would be the same as the Originally Approved Project. In addition, like the Originally Approved Project, the 1st Revised Project would implement standard City mitigation measures during the earthwork and excavation phase. Therefore, the 1st Revised Project's impacts to archaeological/paleontological resources and human remains would be less than significant, same as the Originally Approved Project.

Cumulative Impacts

The cumulative impact would also be exactly the same for the 1st Revised Project as for the Originally Approved Project.

Current Project

The conditions that could affect impacts to cultural resources would remain unchanged with the Current Project. The Current Project's changes would be largely internal and would involve a different interior allocation of space within the Project. When compared to the 1st Revised Project as analyzed in the Addendum, the Current Project would eliminate the eight live/work units and add eight apartment units. In addition, the Current Project would reduce the commercial space from 13,442 square feet of office to

2,325 square feet of retail/restaurant space. As such, the Current Project would not be expected to impact any neighboring historic resources (such as the Pantages Theater or the Capitol Records Tower). Therefore, impacts with respect to historic resources as a result of the Current Project would be less than significant, same as for both the Originally Approved Project and the 1st Revised Project.

These modifications to the Project would not change the existing conditions of the Project Site. The Current Project proposes one subterranean parking level, compared to the two subterranean parking levels proposed for the 1st Revised Project. As less excavation would be required for the Current Project's subterranean parking, the Current Project would be less likely to encounter archaeological/paleontological resources or human remains when compared to either the Originally Approved Project or the 1st Revised Project. Nevertheless, the Current Project would implement standard City mitigation measures during the earthwork and excavation phase. Therefore, the Current Project's impacts to archaeological/paleontological resources and human remains would be less than significant, same as the Originally Approved Project and the 1st Revised Project.

Overall, the changes proposed by the Current Project would not result in any new significant environmental impacts upon cultural resources or result in a substantial increase in the severity of any previously identified impacts. Like the Originally Approved Project and the 1st Revised Project, the Current Project would result in a less than significant impact with respect to cultural resources (including historic resources, archaeological/paleontological resources, and human remains).

Cumulative Impacts

The cumulative impact would be exactly the same for the Current Project as for the 1st Revised Project and the Originally Approved Project and less than significant.

6. GEOLOGY AND SOILS

Originally Approved Project (EIR)

At the time that the Certified EIR was certified, the Project Site was not located within an Alquist-Priolo Earthquake Fault Zone, and no known faults were mapped as crossing the Project Site or projecting towards the Project Site. The closest active fault is the Hollywood Fault, which is located at a distance of about 0.3 miles from the Project Site. However, modern, well-constructed buildings are designed to resist ground shaking through the use of shear walls and reinforcements. The proposed construction would be consistent with all applicable provisions of the City of Los Angeles Building Code, as well as the seismic design criteria contained within the Uniform Building Code. Although the Project Site is located within 0.3 miles of the active Hollywood Fault, and by many other faults on a regional level, the potential seismic hazard to the Project Site would not be higher than in most areas of the City of Los Angeles or elsewhere in the region. As the entire Southern California area is considered a seismically active region, every building in the region is susceptible to groundshaking and earthquakes. The City of Los Angeles Building Code includes regulations and requirements designed to reduce risks to life and property to the maximum extent feasible. Therefore, the risks from seismic ground shaking are considered to be less than significant.

The Project Site is not located within a State of California Seismic Hazard Liquefaction Zone, although the Project Site does fall within an area identified in the City of Los Angeles Safety Element as being susceptible to liquefaction. However, with implementation of the provided mitigation measure (Draft EIR Mitigation Measure E-1), impacts with respect to liquefaction would be reduced to less than significant.

Although Project development has the potential to result in the erosion of soil during Site preparation and construction activities, erosion would be reduced by implementation of appropriate erosion controls during grading. Minor amounts of erosion and siltation could occur during Project grading, which would be collected in a controlled manner. Additionally, the potential for soil erosion during the operation of the Originally Approved Project is low due to the generally level topography of the area and the fully developed aspects of the Project Site at the completion of build-out. All grading activities require grading permits from the Department of Building and Safety, which include requirements and standards designed to limit potential impacts to acceptable levels, and all grading should also conform to the requirements of the City of Los Angeles Grading Division. In addition, all on-site grading and Site preparation would comply with applicable provisions of Chapter IX, Division 70 of the Los Angeles Municipal Code, which addresses grading, excavations, and fills. With implementation of the applicable grading and building permit requirements and the application of Best Management Practices, a less than significant impact would occur with respect to erosion or loss of topsoil.

Cumulative Impacts

Geotechnical impacts related to future development in the City would involve hazards related to Site-specific soil conditions, erosion, and ground shaking during earthquakes. These impacts would be Site-specific and would not be common to nor shared with the impacts on other sites. Furthermore, development of each of the related projects and the Originally Approved Project would be subject to uniform Site development and construction standards that are designed to protect public safety. Therefore, cumulative geotechnical impacts would be less than significant.

1st Revised Project (Addendum)

The conditions that could affect impacts to geology and soils would remain unchanged with the 1st Revised Project. The modifications proposed as part of the 1st Revised Project would not change the existing geologic conditions of the Project Site or the engineering and excavation plans for the Project, although the 1st Revised Project would provide half a level less of subterranean parking than the Originally Approved Project. Therefore, the geology and soils impacts of the 1st Revised Project would be the same in the Originally Approved Project. With the implementation of the mitigation measures identified in the Draft EIR, as well as design standards recommended in the geotechnical report, impacts would remain less than significant.

Cumulative Impacts

The cumulative impact would also be the same for the 1st Revised Project as for the Originally Approved Project.

Current Project

The conditions that could affect impacts to geology and soils would remain unchanged with the Current Project. The modifications proposed as part of the Current Project would not change the existing geologic conditions of the Project Site or the engineering and excavation plans for the Project, although the Current Project would only provide one level of subterranean parking, compared to two levels proposed for the 1st Revised Project, and 2.5 levels for the Originally Approved Project. Therefore, the geology and soils impacts of the Current Project would be the same as both the 1st Revised Project and the Originally Approved Project. With the implementation of the mitigation measures identified in the Draft EIR and design standards recommended in the geotechnical report, impacts would remain less than significant.

The Hollywood Quadrangle Earthquake Fault Zone Map (the “Preliminary Map”) was initially released for public review on January 8, 2014. The Preliminary Map does not delineate the location of verified faults and traces. Rather, the Preliminary Map delineates the location of suspected faults and traces subject to on-site verification as required by the Alquist-Priolo Earthquake Fault Zoning Act (the “Act”). The 90-day public comment period required under the Act Section 2622(c) was extended to allow for site-trenching data from the Site to be submitted and made publicly available.

According to the Act, before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults. An evaluation and written report of a specific site must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (generally 50 feet).

Any structure with human occupancy restrictions under subparagraph (A) of paragraph (2) shall not be granted a new building permit that allows an increase in human occupancy unless a geologic report, prepared pursuant to subdivision (d) of Section 3603 of Title 14 of the California Code of Regulations in effect on January 1, 1994, demonstrates that the structure is not on the trace of an active fault, or the requirement of a geologic report has been waived pursuant to Section 2623. (Act §2627.1(e)(2)(C)(3).) The State Geologist shall continually review new geologic and seismic data and shall revise the earthquake fault zones or delineate additional earthquake fault zones when warranted by new information. The State Geologist shall submit all revised maps and additional maps to all affected cities, counties, and state agencies for their review and comment. Concerned jurisdictions and agencies shall submit all comments to the State Mining and Geology Board for review and consideration within 90 days. Within 90 days of that review, the State Geologist shall provide copies of the revised and additional official maps to concerned state agencies and to each city or county having jurisdiction over lands lying within the earthquake fault zone. (Act §2622(c).)

The Applicant, in coordination with the City and State Geologists, is the first to implement these aforementioned provisions of the Act on a property within the boundaries of the Preliminary Map—without waiting for the Preliminary Map to become final.

The Applicant coordinated on-site trenching (100 feet in length and 35 feet in depth), sonic testing, radiocarbon dating, and core sampling of the subject property by State-certified professional geologist Steven Kolthoff and Registered Professional Engineer Michael Reader of Group Delta Consultants. Trenching was completed on the Site and all data collected. On April 7, 2014, inspectors from the City and State of California inspected the trench and reviewed the raw data collected. The raw data and preliminary review by City and State inspectors indicates that no active fault or trace is located on the Site.

Group Delta Consultants issued a Fault Activity Investigation on September 3, 2014 (included in Attachment A to this technical memorandum), in order to evaluate whether potential traces of the Hollywood Fault or any other fault(s) exist on or in the subsurface of the Project Site. The investigation included the following:

1. Analysis of 1926 and 1941 topographic and soil survey maps;
2. Aerial photographic interpretations (UCLA Collection) from the 1920s and 1930s and initial Site observations and geomorphic and geologic reconnaissances(s);
3. Emplacement and interpretation of 27 Cone Penetration Test (CPT) soundings;
4. Advancement, collection, and logging of continuous soil cores up to 60 feet deep to evaluate the subsurface stratigraphy; and
5. Excavation and geologic logging of two trenches approximately 120 feet long and 30 feet deep and up to 60 feet wide on the west side, and 150 feet deep and up to 30 feet wide on the east side of the property.

The findings of the fault investigation demonstrate that a previously inferred “Argyle Strand” of the Hollywood Fault does not exist, and that no active fault exists within the Project Site, nor within 50 feet north and south of the Project Site.

Overall, the changes proposed by the Current Project would not result in any new significant environmental impacts upon geology and soils or result in a substantial increase in the severity of any previously identified impacts. The Current Project’s impacts on geology and soils would be less than significant, same as both the Originally Approved Project and the 1st Revised Project.

Cumulative Impacts

The cumulative impact would also be the same for the Current Project as for both the Originally Approved Project and the 1st Revised Project and also less than significant.

7. GREENHOUSE GAS EMISSIONS

Originally Approved Project (EIR)

An analysis of Greenhouse Gas Emissions (GHG) was not required at the time of preparation of the Certified EIR.

1st Revised Project (Addendum)

Construction

Construction of the 1st Revised Project would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. These impacts would vary day to day over the duration of the 18 months of construction activities.

Using the URBEMIS 2007 model, the 1st Revised Project would emit approximately 2,611 pounds per day of CO₂ on an average day. Mitigated emissions are expected to be identical, since construction mitigations are largely targeted at reducing fugitive dust from construction activities. These best practices methods of increasing moisture content in construction site dust and related measures do not reduce emissions of GHG.

These global warming emissions represent a negligible contribution to the global inventory of GHG emissions. Within California, the 2,611 pounds of CO₂ each day is a negligible portion of the 610 million metric tons of CO₂e anticipated in 2020.

Operation

Operation of the 1st Revised Project would produce long-term emissions of GHG from the combustion of fuel from a variety of sources, including:

- Area sources;
- Energy sources;
- Mobile Sources;
- Waste Processes (emissions from supplying and treating);
- Water (emissions from supplying and treating wastewater); and
- Construction.

Using the URBEMIS 2007 model, the 1st Revised Project is projected to emit 1,565 pounds daily of CO₂ from area sources and 7,939 pounds of CO₂ from mobile sources. The resulting total of 9,504 pounds per day is again negligible in the context of global or even statewide emissions.

Cumulative Impacts

The 1st Revised Project would contribute to cumulative increases in GHG emissions over time in the absence of policy intervention. However, the AB 32 Scoping Plan provides the basis for policies that would reduce cumulative GHG emissions within California to 1990 levels by 2020. As a result, the 1st Revised Project is judged against its consistency with the AB 32 Scoping Plan to determine whether it would result in adverse cumulative impacts to global climate change. It should be noted that the 1st Revised Project would seek LEED certification as called for by the City of Los Angeles' Green Building Ordinance and incorporates several design elements and programs that can reduce the carbon footprint of the development, including:

- Located near residential neighborhoods.
- Access to several public transportation bus lines.
- Use of low-emitting paints, adhesives, carpets, coating, and other materials.

It was determined that the 1st Revised Project would be consistent with all feasible and applicable strategies recommended in the Scoping Plan. As a result, the 1st Revised Project's cumulative impact on climate change is considered less than significant.

Current Project

Construction

Construction of the Current Project would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. These impacts vary day to day over the duration of construction activities. As illustrated in Table 2, construction emissions of CO₂e would peak in 2015, when up to 7,822 pounds of CO₂e per day are anticipated. Over 18 months of construction, this would amount to a total of approximately 613 metric tons of CO₂e. In accordance with the SCAQMD's guidance, GHG emissions from construction should be amortized over the presumed 30-year lifetime of the Project. Therefore, total construction GHG emissions should be divided by 30, which results in approximately 20 metric tons of CO₂e per year, to determine an annual construction emissions estimate comparable to operational emissions. Mitigated emissions are expected to be identical, since construction mitigations are largely targeted at reducing fugitive dust from construction activities. These best practices methods of increasing moisture content in construction site dust and related measures do not reduce emissions of GHG.

Table 2
Estimated Project Construction Emissions – Mitigated (Pounds Per Day)

Construction Year	CO₂	CH₄	N₂O	CO₂e
2015	7,807	1	0	7,822
2016	3,574	1	0	3,590
<i>Source: DKA Planning 2014, based on CalEEMod 2013.2.2. Modeling sheets included in Attachment B to this Technical Memorandum.</i>				

Operation

Greenhouse gas emissions were calculated for long-term area source and motor vehicle operations. As shown in Table 3, the Current Project would emit 1,304 metric tons of CO₂e per year during typical operations, including the amortized construction emissions.

At this time, there are no adopted numeric thresholds that govern the determination of the significance of the Current Project's GHG emissions. The SCAQMD has adopted neither a methodology to quantify nor a significance threshold for GHG emissions for development projects. However, the SCAQMD released draft screening thresholds in September 2008 for discussion purposes.¹ The draft thresholds were based on California Air Resources Board (CARB)'s interpretations of the statewide reductions called for in the California Global Warming Solutions Act of 2006, also known as Assembly Bill 32 (AB 32).

AB 32 called for the state to achieve 1990 levels of GHG emissions by 2020 and numerically that equates to a 28.4 percent reduction in GHG emissions. In 2011, the Functional Equivalent Document (FED) was released, where the GHG emissions reduction target was revised due to prolonged economic downturn and inclusion of estimated regulation-based reduction. Based on this document, the State would achieve 1990 levels of GHG emissions by 2020 with 16 percent reduction in GHG emissions.²

The analysis contained herein uses the Revised AB 32 Scoping Plan's (i.e., the FED) statewide goals as the basis for the GHG significance threshold. The methodology is to compare the Project's emissions as proposed to the Current Project's emissions if the Current Project were built using a Business-As-Usual (BAU) (or No Action Taken, NAT) approach in terms of design, methodology, and technology. This means the Current Project's emissions were calculated as if the Current Project was constructed before AB 32 compared to the Current Project as constructed with Current Project design features to reduce GHG and with several regulatory measures adopted in furtherance of AB 32.

Both one-time emissions and indirect emissions are expected to occur each year after build-out of the Current Project. As noted, one-time emissions from construction were amortized over a 30-year period. The Current Project emission reductions are results of Current Project's commitments and regulatory changes, which include the implementation of the Renewables Portfolio Standard (RPS) of 33 percent, the Pavley regulation and Advanced Clean Cars program mandating higher fuel efficiency standards for light-duty vehicles, and the Low Carbon Fuel Standard (LCFS).

The emissions for the Current Project and its associated CARB 2020 NAT scenario are estimated to be 1,304 and 1,692 MT CO₂e per year, respectively, which demonstrates that the Current Project would

¹ *The draft threshold for residential/commercial projects is 3,000 metric tons of CO₂e per year. While this screening threshold is not a formally adopted significance threshold, it supports the conclusion that the Current Project would not result in a cumulatively considerable contribution to GHG emissions and global climate change.*

² *CARB, Supplement to the AB 32 Scoping Plan FED, Table 1.2-2, Updated 2020 Business-as-Usual Emissions Forecast, www.arb.ca.gov/cc/scopingplan/document/final_supplement_to_sp_fed.pdf.*

reduce emissions by 23 percent from the CARB 2020 NAT scenario. Based on these results, the Current Project exceeds the reduction target (16 percent) set forth in the Revised AB 32 Scoping Plan (FED). As a result, the Current Project's contribution to global climate change is not cumulatively considerable and is considered less than significant.

Table 3
Estimated Annual CO₂e GHG Emissions (Metric Tons Per Year)

Scenario and Source	Business As Usual Scenario*	As Proposed Scenario**	Reduction from Business As Usual Scenario	Change from Business as Usual Scenario
Area Sources	30	30	-	0%
Energy Sources	508	358	-150	-30%
Mobile Sources	1,036	798	-238	-23%
Waste Sources	25	25	-	0%
Water Sources	100	100	-	0%
Construction	23	23	-	0%
Total Emissions	1,692	1,304	-388	-23%

Daily construction emissions amortized over 30-year period pursuant to SCAQMD guidance. Annual construction emissions derived by taking total emissions over duration of activities and dividing by construction period.

** BAU scenario does not assume 30% reduction in in mobile source emissions from Pavley emission standards (19.8%), low carbon fuel standards (7.2%), vehicle efficiency measures 2.8%); does not assume 42% reduction in energy production emissions from the State's renewables portfolio standard (33%), natural gas extraction efficiency measures (1.6%), and natural gas transmission and distribution efficiency measures (7.4%).*

*** To ensure a conservative analysis that focuses on the proposed Project's gross impact on climate change, the "As Proposed" scenario does not discount emissions from any existing development on the Project site.*

Source: DKA Planning, 2014. Modeling sheets included in Attachment B to this Technical Memorandum.

The Project would comply with the City of Los Angeles' Green Building Ordinance standards that compel LEED certification, reduce emissions beyond a "Business-as-Usual" scenario, and are consistent with the AB 32 Scoping Plan's recommendation for communities to adopt building codes that go beyond the State's codes. Under the City's Los Angeles Green Building Code, the Project must incorporate several measures and design elements that reduce the carbon footprint of the development:

- GHG Emissions Associated with Planning and Design.** The Project must have measures to reduce storm water pollution, provide designated parking for bicycles and low-emission vehicles, have wiring for electric vehicles, reduce light pollution, and design grading and paving to keep surface water from entering buildings.

2. **GHG Emissions Associated with Energy Demand.** The Project must meet Title 24 2008 standards and include Energy Star appliances, have pre-wiring for future solar facilities, and off-grid pre-wiring for future solar facilities.
3. **GHG Emissions Associated with Water Use.** The Project would be required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development by at least 20 percent. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs. Wastewater reduction measures must be included that help reduce outdoor potable water use.
4. **GHG Emissions Associated with Solid Waste Generation.** The Project is subject to construction waste reduction of at least 50 percent. In addition, project site operations are subject to AB 939 requirements to divert 50 percent of solid waste to landfills through source reduction, recycling, and composting. The Project is required by the California Solid Waste Reuse and Recycling Access Act of 1991 to provide adequate storage areas for collection and storage of recyclable waste materials.
5. **GHG Emissions Associated with Environmental Quality.** The Project must meet strict standards for any fireplaces and woodstoves, covering of duct openings and protection of mechanical equipment during constructions, and meet other requirements for reducing emissions from flooring systems, any CFC and halon use, and other Project amenities.

In addition to the GHG emission reductions described above, it is important to note that the CO₂ estimates from mobile sources (particularly CO₂, CH₄, and NO₂ emissions) are likely much greater than the emissions that would actually occur. The methodology used assumes that all emissions sources are new sources and that emissions from these sources are 100 percent additive to existing conditions. This is a standard approach taken for air quality analyses. In many cases, such an assumption is appropriate because it is impossible to determine whether emissions sources associated with a project move from outside the air basin and are in effect new emissions sources, or whether they are sources that were already in the air basin and just shifted to a new location. Because the effects of GHGs are global, a project that shifts the location of a GHG-emitting activity (e.g., where people live, where vehicles drive, or where companies conduct business) would result in no net change in global GHG emissions levels.

For example, if a substantial portion of California's population migrated from the South Coast Air Basin to the San Joaquin Valley Air Basin, this would likely decrease GHG emissions in the South Coast Air Basin and increase emissions in the San Joaquin Valley Air Basin, but little change in overall global GHG emissions. However, if a person moves from one location where the land use pattern requires auto use (e.g., commuting, shopping) to a new development that promotes shorter and fewer vehicle trips, more walking, and overall less energy usage, then it could be argued that the new development would result in a potential net reduction in global GHG emissions.

It is impossible to know at this time whether residents, employees and guests of the Project would have longer or shorter trips relative to their destinations; whether they would walk, bike, and use public transportation more or less than under existing circumstances; and whether their overall driving habits would result in higher or lower VMT. Much of the vehicle-generated CO₂ emissions attributed to the Current Project could simply be from vehicles at an existing location moving to the Project Site, and not from new vehicle emissions sources relative to global climate change. Therefore, although it is not possible to calculate the net contribution of vehicle-generated CO₂, CH₄, and NO₂ emissions from the Current Project (i.e., Project generated emissions minus current emissions from vehicles that would move to the Project Site), the net contribution would likely be much less than the estimated emissions.

Cumulative Impacts

The Current Project would contribute to cumulative increases in GHG emissions over time in the absence of policy intervention. However, the AB 32 Scoping Plan provides the basis for policies that will reduce cumulative GHG emissions within California to 1990 levels by 2020. As a result, the Current Project is judged against its consistency with the AB 32 Scoping Plan to determine whether it will result in adverse cumulative impacts to global climate change. As noted above, the Current Project would exceed the reduction target as a numeric threshold (16 percent) set forth in the Revised AB 32 Scoping Plan (FED). In addition, as shown in Table 4, the Project would be consistent with all feasible and applicable strategies recommended in the Scoping Plan. As a result, the Project’s cumulative impact on climate change is considered less than significant.

**Table 4
Project Consistency with AB 32 Scoping Plan
GHG Emissions Reduction Strategies**

Strategy	Project Consistency
California Cap-and-Trade Program. Implement a broad-based California cap-and-trade program to provide a firm limit on emissions.	Not Applicable The statewide program is not relevant to the Project.
California Light-Duty Vehicle Greenhouse Gas Standards. Implement adopted Pavley standards and planned second phase of the system. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	Not Applicable The development of standards is not relevant to the Project.
Energy Efficiency Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities).	Consistent The Project would be designed and constructed to meet CalGreen building code standards that calls for several measures designed to reduce energy consumption.
Renewables Portfolio Standard Achieve 33 percent renewable energy mix statewide.	Consistent The Project would use energy from the Los Angeles Department of Water and Power, which has goals to diversify its portfolio of energy sources to increase the use of renewable energy.
Low-Carbon Fuel Standard	Not Applicable

**Table 4
Project Consistency with AB 32 Scoping Plan
GHG Emissions Reduction Strategies**

Strategy	Project Consistency
Develop and adopt the Low Carbon Fuel Standard.	The statewide program is not relevant to the Project.
Regional Transportation-Related Greenhouse Gases Develop regional greenhouse gas emissions reduction targets for passenger vehicles.	Not Applicable The development of regional planning goals is not relevant to the Project. The Project's infill location near several bus routes (i.e., Metro) make it consistent with smart growth objectives of the region's Sustainable Communities Strategy (SCS).
Vehicle Efficiency Measures Implement light-duty vehicle efficiency measures.	Not Applicable State agencies are responsible for implementing efficiency measures.
Goods Movement Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.	Not Applicable State agencies are responsible for implementing regulations and promoting efficiency in goods movement.
Million Solar Roofs Program Install 3,000 MW of solar-electric capacity under California's existing solar programs.	Neutral. The Project would not include solar roofs and would not be part of the proposed Statewide initiative.
Medium/Heavy-Duty Vehicles Adopt medium and heavy-duty vehicle efficiency measures.	Not Applicable State agencies are responsible for implementing efficiency measures.
Industrial Emissions Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce greenhouse gas emissions. Reduce greenhouse gas emissions from fugitive emissions from oil and gas extraction and gas transmission.	Not Applicable The Project would not include industrial facilities.
High Speed Rail Support implementation of a high speed rail system.	Not Applicable This strategy calls for the California High Speed Rail Authority and stakeholders to develop a statewide rail transportation system.
Green Building Strategy Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	Consistent The Project would be designed and constructed to meet CalGreen building standards and would include several measures designed to reduce energy consumption.
High Global Warming Potential Gases Adopt measures to reduce high global warming potential gases.	Not Applicable State agencies are responsible for implementing these measures.
Recycling and Waste Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	Consistent The Project would comply with CalGreen requirements that include the recycling and/or salvage of 50% or more of nonhazardous construction and demolition waste.
Sustainable Forests Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation.	Not Applicable Resource Agency departments are responsible for implementing this measure.
Water Continue efficiency programs and use cleaner energy sources to move and treat water.	Consistent The Project would include water efficient landscaping.
Agriculture In the near-term, encourage investment in manure	Not Applicable The Project would not include agricultural facilities.

Table 4
Project Consistency with AB 32 Scoping Plan
GHG Emissions Reduction Strategies

Strategy	Project Consistency
digester and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020.	
<i>Source: DKA Planning, 2014.</i>	

8. HAZARDS AND HAZARDOUS MATERIALS

Originally Approved Project (EIR)

Based on the presence of one empty 5-gallon metal container for oily rags, one partially full 5-gallon metal container of oily rags, four unidentifiable 1-gallon containers in a red tub in the basement, miscellaneous sprays and chemicals in a wooden cabinet located in the basement, two 1-gallon containers of muriatic acid in the basement, four 5-gallon gasoline containers, and one 2-gallon gasoline container, there is a potential for these materials to adversely impact the environment. However, the Phase I ESA prepared for the Project Site found that the presence of these materials posed a low potential to impact the environment, and recommended that they be properly disposed of and/or recycled.

Mitigation Measures F-1 through F-3 address potential impacts related to polychlorinated biphenyls (PCBs), which could be released during demolition of the existing building. Impacts related to PCBs would be reduced to less than significant with implementation of these measures. Impacts related to asbestos-containing material (ACM) and lead-based paint (LBP) during demolition of the existing building would be reduced to less than significant with implementation of Mitigation Measures F-4 and F-5, respectively.

One 4,000-gallon diesel underground storage tank (UST) was previously installed at the Project Site. However, based on interviews and visual observation, the UST has been removed from the Site. Implementation of Mitigation Measure F-6, which requires the Project applicant to obtain a No Further Action Letter from the Los Angeles Fire Department Bureau of Fire Prevention, would ensure that impacts related to the UST remain less than significant.

The Originally Approved Project would use, at most, minimal amounts of hazardous materials for routine cleaning and therefore would not pose any substantial potential for accident conditions involving the release of hazardous materials. The Originally Approved Project does not include elements or aspects that will create or otherwise emit any health hazard or potential health hazard, and would not produce hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste. Therefore, impacts concerning release of hazardous materials into the environment would be less than significant.

Cumulative Impacts

Hazardous materials and risk of upset conditions are largely Site-specific, and therefore, each related

project would require evaluation for potential threats to public safety. Further, local municipalities are required to follow local, State, and federal laws regarding hazardous materials. Therefore, compliance with local, State, and federal laws pertaining to hazards and hazardous materials, cumulative impacts would be less than significant.

1st Revised Project (Addendum)

The office/radio station structure has since been demolished. Therefore, the 1st Revised Project would have no impact related to the upset or release of materials (including PCBs, ACM, LBP, and the UST) during demolition. The conditions that could affect impacts to hazards and hazardous materials during Project operation would remain unchanged with the 1st Revised Project, as the operational use of the Project remains the same. Therefore, the hazards and hazardous materials impacts of the 1st Revised Project during construction would be reduced when compared to the Originally Approved Project. The impacts during operation would be less than significant and the same as the Originally Approved Project.

Cumulative Impacts

The cumulative impact would also be the same for the 1st Revised Project as the Originally Approved Project.

Current Project

As discussed above, the office/radio station structure has been demolished. Therefore, like the 1st Revised Project, the Current Project would have no impact related to the upset or release of materials (including PCBs, ACM, LBP, and the UST) during demolition. While the Current Project proposes approximately 2,235 square feet of restaurant/retail uses in place of the approximately 13,000 square feet of office uses proposed for both the Originally Approved Project and the 1st Revised Project, the conditions that could affect impacts to hazards and hazardous materials during Project operation would remain unchanged. Like the Originally Approved Project and the 1st Revised Project, the Current Project would use, at most, minimal amounts of hazardous materials for routine cleaning and therefore would not pose any substantial potential for accident conditions involving the release of hazardous materials. Therefore, the changes proposed by the Current Project would not result in any new significant impacts with respect to hazards and hazardous materials. The Current Project would result in no impact during construction and a less than significant impact during operation, same as the 1st Revised Project and Originally Approved Project.

Cumulative Impacts

The cumulative impact would also be the same for the Current Project as for both the 1st Revised Project and the Originally Approved Project and less than significant.

9. HYDROLOGY AND WATER QUALITY

Originally Approved Project (EIR)

Surface Water Quality

During construction, the Project Site would contain a variety of construction materials that are potential sources of stormwater pollution, such as adhesives, cleaning agents, landscaping, plumbing, painting, heat/cooling, masonry materials, floor and wall coverings, and demolition debris. Construction material spills can also be a source of stormwater pollution and/or soil contamination. Construction activities must adhere to the relevant stormwater management regulations under Los Angeles County's NPDES Permit No. CA0061654. When properly designed and implemented, these Best Management Practices (BMPs) would ensure that short-term construction related water quality impacts are not significant.

Water Quality – Operational Impacts

If not properly designed and constructed, the Originally Approved Project could increase the rate of urban pollutant introduction into stormwater runoff, and increase erosion, transport of sediment load and downstream siltation, all of which constitute avoidable impacts to surface water quality. In order to prevent these potential impacts, the Project would be designed in compliance with Order No. 90-079 of the Regional Water Quality Control Board, Los Angeles Region, which regulates the issuance of water discharge requirements to Los Angeles County (including cities that are tributaries to the County for stormwater discharge), under NPDES Permit No. CA0061654. This would ensure that impacts to stormwater quality as a result of Project implementation would be less than significant.

Groundwater

The Originally Approved Project would not contribute to groundwater depletion or interfere with groundwater recharge to an environmentally significant degree. Direct additions or withdrawals of groundwater are not proposed by the Project. Further, the Originally Approved Project would not increase the amount of impervious surfaces. Therefore, potential impacts to groundwater supplies or recharge would be less than significant.

Surface Water Hydrology

The Originally Approved Project would not result in a change in the Project Site coverage from existing setting conditions and would include approximately the same impervious and permeable surface ratios. Thus, there would be no increase in the total run-off from the Project Site. Due to the urban setting of the Site and the surrounding area, the Originally Approved Project would not significantly change drainage patterns. Roof drains from the building as well as area drains from the landscaped areas around the building would be connected to an on-site underground drainage system. This system would deliver the run-off to the existing stormwater conveyance systems adjacent to the Project Site. Project specific impacts associated with drainage and surface runoff and the potential for increased flooding would therefore be less than significant.

Flooding

The closest major waterways/dams to the Project Site are the Hollywood and Silver Lake Reservoirs, which are located approximately 1.5 and 2.5 miles to the northwest and east, respectively, of the Project Site. The Project Site is not located within the boundaries of the inundation zones for either of these reservoirs. The City of Los Angeles Bureau of Engineering designates the Project Site as within Flood Zone C. According to Federal Emergency Management Agency (FEMA), Flood Zone C describes flood insurance rate zones that are located outside of the 500-year floodplain, with minimal chance of flooding. Furthermore, the Project Site is located in a dense urban area that is completely surrounded by existing urban uses. Therefore, flooding impacts as a result of Project implementation would be less than significant.

Cumulative Impacts

Little, if any additional cumulative runoff would be expected from the Project Site and the related project sites since this part of the City is already fully developed with impervious surfaces. Therefore, cumulative impacts to the existing or planned stormwater drainage system would be less than significant. In addition, development on each site would be subject to uniform site development and construction standards that are designed to ensure water quality and hydrological conditions are not adversely affected. All of the related projects would be required to implement BMPs and to conform to the existing NPDES water quality program. Therefore, cumulative water quality impacts would be less than significant.

1st Revised Project (Addendum)

The conditions that could affect impacts to hydrology and water quality remain unchanged. This would include the impermeable nature of the Project Site, the location of the Project Site, the construction plan, and the Project's compliance with all water quality and waste discharge requirements.

The 1st Revised Project's surface water quality impacts during construction would be similar to the Originally Approved Project because the same amount of land would be graded and the construction area would be the same. The 1st Revised Project's water quality impacts during operation would be the same as the Originally Approved Project, as the 1st Revised Project also proposes multi-family residential uses with ground-floor commercial space, within the same building footprint. Like the Originally Approved Project, the 1st Revised Project would comply with the requirements of NPDES Permit No. CA0061654. Further, like the Originally Approved Project, the 1st Revised Project would not result in a change in the Project Site coverage from existing setting conditions and would include approximately the same impervious and permeable surface ratios, and would not contribute to groundwater depletion or interfere with groundwater recharge to an environmentally significant degree. Finally, as the 1st Revised Project would be located on the same Site as the Originally Approved Project, it would result in a less than significant impact with respect to flooding.

Therefore, the hydrology and water quality impacts of the 1st Revised Project would be the same as the impacts for the Originally Approved Project. The 1st Revised Project would continue to have a less than significant impact associated with groundwater supplies, drainage patterns, water quality, stormwater

drainage, and flooding. The 1st Revised Project would continue to have a less than significant impact associated with water quality, with the incorporation of the EIR's mitigation measures to ensure compliance with water quality requirements. Overall, the 1st Revised Project's impacts to hydrology and water quality would be less than significant, same as the Originally Approved Project.

Cumulative Impacts

The cumulative impact would also be the same for the 1st Revised Project as the Originally Approved Project.

Current Project

The conditions that could affect impacts to hydrology and water quality remain unchanged. This would include the location of the Project Site, the construction plan, and the Project's compliance with all water quality and waste discharge requirements.

The Current Project's surface water quality impacts during construction would be similar to or less than both the 1st Revised Project and the Originally Approved Project because the construction area would be the same but the Current Project would have one to 1.5 fewer levels of subterranean parking. The Current Project's water quality impacts during operation would also be the same as both the 1st Revised Project and the Originally Approved Project, as the Current Project also proposes multi-family residential uses with ground-floor commercial space, within the same building footprint and the Current Project would comply with the requirements of NPDES Permit No. CA0061654. Further, like the 1st Revised Project and the Originally Approved Project, the Current Project would not result in a change in the Project Site coverage from existing setting conditions and would include approximately the same impervious and permeable surface ratios, and would not contribute to groundwater depletion or interfere with groundwater recharge to an environmentally significant degree. Finally, as the Current Project would be located on the same Site as the 1st Revised Project and the Originally Approved Project, it would result in a less than significant impact with respect to flooding.

Therefore, the hydrology and water quality impacts of the Current Project would be the same as the impacts for the 1st Revised Project and the Originally Approved Project. The Current Project would continue to have a less than significant impact associated with groundwater supplies, drainage patterns, water quality, stormwater drainage, and flooding. The Current Project would continue to have a less than significant impact associated with water quality, with the incorporation of the EIR's mitigation measures to ensure compliance with water quality requirements. Overall, the changes proposed by the Current Project would not result in any new significant environmental impacts upon hydrology and water quality or result in a substantial increase in the severity of any previously identified impacts. The Current Project's impacts to hydrology and water quality would be less than significant, same as both the 1st Revised Project and the Originally Approved Project.

Cumulative Impacts

The cumulative impact would also be the same for the Current Project as for both the 1st Revised Project

and the Originally Approved Project and less than significant.

10. LAND USE/PLANNING

Originally Approved Project (EIR)

The entire Project Site is surrounded by either existing structures or surface parking areas. Therefore, the Originally Approved Project would not physically divide an established community or uses, and impacts would be less than significant. Further, the Project Site is not included within any habitat or community conservation plan, and there would be no impact with respect to such plan.

The Originally Approved Project's integration of housing and commercial uses in a commercially-designated area is consistent with the goals and policies of the General Plan Framework in reinforcing the Regional Center character of the area. Therefore, no significant impacts due to consistency with land use designations in the General Plan Framework are anticipated. The type of development proposed by the Originally Approved Project is also consistent with the Regional Center Commercial land use designation provided in the Hollywood Community Plan, as well as the land use designation provided in the Hollywood Redevelopment Plan. Finally, the proposed supergraphic sign to be located on the north elevation of the Project building would meet the requirements of the Hollywood Signage Supplemental Use District.

The City approved a Zone/Height District Change for the Originally Approved Project from C4-2D-SN to (T)(Q)C4-2-SN pursuant to LAMC Section 12.32F and included a Q Condition that permits a maximum FAR on the Project Site to 4.5:1, or 114,642 square feet. Height is not limited. Impacts of the Originally Approved Project with respect to height and floor area ratio would be less than significant.

In accordance with Section 12.22.A.18 of the City of Los Angeles Planning and Zoning Code, the Originally Approved Project's residential density is governed by the R5 standards. Per Section 12.12 C 4 (c), the R5 zone permits one dwelling unit per 200 square feet of lot area. Based on the Project Site total area of 25,476 square feet, a maximum total of 127 residential units are permitted on the Project Site. The Originally Approved Project would provide a total of 95 residential (condominium) units. Therefore, the Originally Approved Project is consistent with residential zoning density requirements and impacts would be less than significant.

The Originally Approved Project was required to provide 242 parking spaces based on the City's Deputy Advisory Parking Policy, which requires 2.5 parking spaces per dwelling units, and the LAMC's parking requirements for commercial office uses, which requires one space per 500 square feet. In addition, as part of the Project approvals, Q Condition A.5 requires a minimum of 242 parking spaces based on the approved use of the residential units as condominiums.

With approval of the requested discretionary actions and adoption of the required findings, the Originally Approved Project's impacts related to land use plans, policies, and zoning would be less than significant.

Cumulative Impacts

Development of the Originally Approved Project and related projects is not anticipated to substantially conflict with the intent of the City's General Plan regarding the future development of Hollywood, or with other land use regulations required to be consistent with the General Plan, such as the Hollywood Redevelopment Plan and Planning and Zoning Code. Development of the related projects is expected to occur in accordance with adopted plans and regulations. Development of the Originally Approved Project in conjunction with the related projects would result in an intensification of existing prevailing land uses in the Project area. In addition, based upon the information available regarding the related projects, it is reasonable to assume that the projects under consideration in the surrounding area would implement and support important local and regional planning goals and policies. The cumulative impacts of the Project and related projects are less than significant.

1st Revised Project (Addendum)

As the 1st Revised Project would be located on the same Site as the Originally Approved Project, it would not physically divide an established community, nor would it conflict with a habitat or community conservation plan.

The 1st Revised Project proposes a similar project to the Originally Approved Project, with apartment units in lieu condominium units (116 apartment units instead of 95 condominium units), and slightly less commercial space, within the same building footprint. Therefore, the 1st Revised Project would also be consistent with the land use designations for the Project Site contained in the General Plan Framework, the current (1988) Hollywood Community Plan, and the Hollywood Redevelopment Plan.

On December 29, 2011, the California Supreme Court issued its decision in *California Redevelopment Association v. Matosantos*. The decision upheld recently enacted State law dissolving all California redevelopment agencies including the CRA/LA, and made the dissolution of the agencies effective February 1, 2012. However, Moreover, the land use controls under the Hollywood Redevelopment Plan remain in effect and are administered through CRA/LA's successor, the Designated Local Authority (DLA). Like the Originally Approved Project, the 1st Revised Project would be consistent with the Hollywood Redevelopment Plan.

The City approved a Zone/Height District Change for the Originally Approved Project from C4-2D-SN to (T)(Q)C4-2-SN pursuant to LAMC Section 12.32F and included a Q Condition that permits a maximum FAR on the Project Site to 4.5:1, or 114,642 square feet. The 1st Revised Project proposed slightly less FAR of 111,558 square feet, which is consistent with the Q Condition and zoning. Impacts of the Originally Approved Project with respect to height and floor area ratio would remain less than significant with the 1st Revised Project.

In accordance with Section 12.22.A.18 of the City of Los Angeles Planning and Zoning Code, the Originally Approved Project's residential density is governed by the R5 standards. Per Section 12.12 C 4 (c), the R5 zone permits one dwelling unit per 200 square feet of lot area. Based on the Project Site total area of 25,476 square feet, a maximum total of 127 residential units are permitted on the Project Site. The

1st Revised Project would provide a total of 116 apartment units, which is below the maximum density permitted for the Site. Therefore, the 1st Revised Project is consistent with residential zoning density requirements and impacts would remain less than significant.

The 1st Revised Project would provide 208 parking spaces, which would meet the Code requirements for the proposed apartment and commercial uses. As part of Project approvals, Q Condition A.5 requires a minimum of 242 parking spaces for the Project. However, this Q condition is based on the condominium uses that were part of the Originally Approved Project. Therefore, the Project applicant requested clarification of this Q condition as the 1st Revised Project meets Code requirements for apartment uses.

The 1st Revised Project does not propose a supergraphic sign. Since the approval, the Hollywood SUD was amended and now prohibits new supergraphic signs in Hollywood. Any new signage, such as building identification signage, would be required to comply with the LAMC and the amended Hollywood SUD. Therefore, impacts related to signage for the 1st Revised Project would remain less than significant.

All other aspects of the 1st Revised Project that would have the potential to result in a land use impact remain unchanged from the Originally Approved Project. As the entitlements requested for the Originally Approved Project were granted upon Project EIR certification and Project approval, the 1st Revised Project would be consistent with the existing zoning and all other development limitations of the Site. Therefore, the land use and planning impacts of the 1st Revised Project would be less than significant, like the Originally Approved Project.

Cumulative Impacts

The cumulative impact would also be the same for the 1st Revised Project as for the Originally Approved Project.

Current Project

As the Current Project would be located on the same site as the 1st Revised Project and the Originally Approved Project, it would not physically divide an established community, nor would it conflict with a habitat or community conservation plan.

The Current Project proposes a similar Project with a similar footprint to the 1st Revised Project, with eight apartment units in lieu of the eight live/work units proposed for the 1st Revised Project. The Current Project also replaces the 1st Revised Project's 13,442 square feet of office space with 2,325 square feet of restaurant/retail space. Therefore, the Current Project would also be consistent with the land use designations for the Project Site contained in the General Plan Framework, the current (1988) Hollywood Community Plan, and the Hollywood Redevelopment Plan.

The Hollywood Community Plan was adopted in December of 1988. Until recently, the Project Site was subject to the Hollywood Community Plan Update, which was adopted by City Council on June 19, 2012 (and its associated zoning ordinance as Ordinance No. 182,173). On December 10, 2013, the Superior

Court of California issued a tentative ruling that the Hollywood Community Plan Update and accompanying EIR were not legally adequate and should be invalidated.³ On February 11, 2014, the court ordered a preemptory writ of mandate that the City take necessary steps to rescind, vacate, and set aside all actions approving the Update, the Certified EIR, and any and all actions that derive from the Update. The court also enjoined the City from granting any authority, permits, or entitlements that derive from the Update or the EIR. On April 2, 2014, the City Council adopted a resolution to rescind the Hollywood Community Plan Update and adopted Ordinance No. 182,960 to repeal the associated zoning ordinance to comply with the court's order. Therefore, the 1988 Hollywood Community Plan, in conjunction with the applicable provisions of the LAMC, guides the land use and zoning for the Project Site, respectively.

Like both the Originally Approved Project and the 1st Revised Project, the Current Project would be consistent with the Regional Center Commercial land use designation provided in the 1988 Hollywood Community Plan. In addition, the Current Project would be consistent with the Hollywood Redevelopment Plan, which is now administered by the DLA.

The City approved a Zone/Height District Change for the Originally Approved Project from C4-2D-SN to (T)(Q)C4-2-SN pursuant to LAMC Section 12.32F and included a Q Condition that permits a maximum FAR on the Project Site to 4.5:1, or 114,642 square feet. It does not limit height. The Current Project proposes a development of 114,311 square feet, which is consistent with the Q Condition and zoning. Therefore, the Current Project's impacts with respect to height and FAR would be less than significant, and the same as the Originally Approved Project and the 1st Revised Project.

In accordance with Section 12.22.A.18 of the City of Los Angeles Planning and Zoning Code, the Project's residential density is governed by the R5 standards. Per Section 12.12 C 4 (c), the R5 zone permits one dwelling unit per 200 square feet of lot area. Based on the Project Site total area of 25,476 square feet, a maximum total of 127 residential units are permitted on the Project Site. The Current Project would provide a total of 116 apartment units, which is below the maximum density permitted for the Site. Therefore, the Current Project is consistent with residential zoning density requirements and impacts would remain less than significant.

The Current Project would provide 201 parking spaces, which would meet the Code requirements for the proposed apartment and commercial uses. The approvals for the Originally Approved Project included Q Condition A.5, which required a minimum of 242 parking spaces for the Project. As part of the 1st Revised Project, the Project applicant requested clarification of this Q condition as the 1st Revised Project met the Code requirements for apartment uses. As the Current Project would also meet the Code requirements for apartment uses, the Current Project's impacts related to parking would be less than significant.

The Current Project does not propose a supergraphic sign. Since the approval, the Hollywood SUD was

³ *Superior Court Judge Allan J. Goodman, December 10, 2013. Case Nos. BS138580, BS138169, and BS138370.*

amended and now prohibits new supergraphic signs in Hollywood. Any new signage, such as building identification signage, would be required to comply with the LAMC and Hollywood SUD. Therefore, impacts related to signage for the Current Project would remain less than significant.

All other aspects of the Current Project that would have the potential to result in a land use impact remain unchanged from the Originally Approved Project and the 1st Revised Project. As the entitlements requested for the Originally Approved Project were granted upon Project EIR certification and Project approval, the Current Project would be consistent with the existing zoning and all other development limitations of the Site. Therefore, the land use and planning impacts of the Current Project would be less than significant.

Overall, the changes proposed by the Current Project would not result in any new significant environmental impacts upon land use and planning or result in a substantial increase in the severity of any previously identified impacts. The Current Project's impacts regarding land use compatibility, consistency, and physically dividing a community or conflicting with a conservation plan would be less than significant, same as the Originally Approved Project and the 1st Revised Project.

Cumulative Impacts

The cumulative impact would also be the same for the Current Project as for both the 1st Revised Project and the Originally Approved Project and less than significant.

11. MINERAL RESOURCES

Originally Approved Project (EIR)

The Project Site is located in a heavily urbanized area in the Hollywood community of the City of Los Angeles. No classified or designated mineral deposits of statewide or regional significance are known to occur on the Project Site or in the vicinity of the Project Site. The Project Site is not delineated as a locally-important mineral resource recovery site on any City plans. Additionally, the Project Site is not located in an oil field or an oil drilling area. No oil wells currently exist on-site and the Site was not previously utilized for oil drilling. Therefore, the Originally Approved Project would not impact mineral resources.

Cumulative Impacts

As the Originally Approved Project would result in no impact with respect to mineral resources, it would not combine with any other project to result in a significant cumulative impact. As such, cumulative impacts with respect to mineral resources would be less than significant.

1st Revised Project (Addendum)

The 1st Revised Project would be developed on the same Site as the Originally Approved Project. The conditions that could affect mineral resources would remain unchanged with the 1st Revised Project

because the Project Site does not include any areas of mineral resource value. Therefore, the mineral resource impacts of the 1st Revised Project would be exactly the same as the Originally Approved Project and there would be no impact.

Cumulative Impacts

The cumulative impact would also be exactly the same for the 1st Revised Project as for the Originally Approved Project.

Current Project

The Current Project would be developed on the same Site as both the Originally Approved Project and the 1st Revised Project. The conditions that could affect mineral resources would remain unchanged with the Current Project because the Project Site does not include any areas of mineral resource value. The changes proposed by the Current Project would not result in any new significant environmental impacts upon mineral resources or result in a substantial increase in the severity of any previously identified impacts. Therefore, the Current Project would have no impact on mineral resources, same as the Originally Approved Project and the 1st Revised Project.

Cumulative Impacts

The cumulative impact would be exactly the same for the Current Project as for both the Originally Approved Project and the 1st Revised Project and less than significant.

12. NOISE

Originally Approved Project (EIR)

Construction Noise

The nearest and most notable sensitive receptors to the Project Site are the multi-family residential development located to the east of the Project Site at the southeast corner of Yucca Street and Argyle Avenue. In addition, the adjacent Capitol Records Tower, located approximately 75 feet to the southwest, contains recording studios and equipment, which may be sensitive to noise and/or vibration. Project construction-related noise levels at these residences may exceed 86 dBA L_{eq} during Site grading, excavation, and finishing. However, Section 41.40 of the LAMC regulates noise from demolition and construction activities and compliance with this section would reduce this impact to less than significant. Nevertheless, activities at the Capitol Records Tower may be impacted during various phases of the development of the Originally Approved Project, thus resulting in a significant and unavoidable impact.

Construction Vibration

Construction activities for the Originally Approved Project have the potential to generate low levels of groundborne vibration at the multi-family residential units and the Capitol Records Tower. The Capitol

Records Tower contains active recording studios that are located in subterranean spaces approximately 30-40 feet from the western Project Site boundary. Although construction of the Originally Approved Project would be limited by LAMC Section 41.40, vibration sensitive activities at the Capitol Records Tower may be impacted during various phases of project construction, thus, resulting in a significant and unavoidable impact.

Operational Noise - Vehicular

Offsite locations in the vicinity would experience increased noise caused by traffic generated by the Originally Approved Project. The Originally Approved Project would increase local noise levels by a maximum of 0.1 dBA CNEL for the roadway segments of Yucca Street (from Argyle Avenue to Gower Street) and Gower Street (north of Yucca Street), when compared with the future traffic volumes without the Project. Because this is below the 3.0 dBA threshold, this impact would be less than significant.

Operational Noise - Periodic

Temporary or periodic increases in ambient noise levels may occur from the heating, ventilation, and air conditioning (HVAC) systems which may be installed for the new residential building located within the Project Site. However, Project development, while contributing to an overall increase in ambient noise levels in the Project area, would result in land uses that are consistent with the General Plan land use designation for the Project Site and would generate noise levels which are similar to surrounding land uses. Noise would also be generated by activities within the proposed parking structure. Noise levels would be highest in the morning and evening when the largest number of people would enter and exit the parking structure. These conditions would be similar to the existing conditions with vehicles parking at the existing adjacent parking structures. In addition, exterior-to-interior reduction of newer residential units in California is generally 30 dBA or more. Therefore, impacts associated with noise generated as a result of the operation of the Originally Approved Project upon the adjacent multi-family uses and Capitol Records Tower would be less than significant.

Cumulative Impacts

Each of the related projects would be subject to the City of Los Angeles Noise Ordinance No. 144,331, which reduces construction noise impacts to the maximum extent feasible by prohibiting loud, unnecessary, and unusual construction noise within 500 feet from any residential zone, and LAMC Section 41.40, which limits the hours of allowable construction activities. Conformance with these City policies would reduce construction-related noise for the related projects. However, due the close proximity of the related projects on the Project Site block, as well as additional related projects located along Hollywood Boulevard and Vine Street, under a worst case scenario, all of these projects (including the Originally Approved Project) could be developed simultaneously. Therefore, noise generated during the construction phase of these projects is conservatively considered to be a significant temporary cumulative impact, and the Originally Approved Project's contribution considerable.

With respect to operational noise, all related projects would require exterior walls to be constructed to provide a Sound Transmission Class of 50 or greater as defined in UBC No. 35-1, 1979 edition or any

amendment thereto, or to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room. Conformance with these requirements would reduce operational-related noise. Therefore, the Originally Approved Project would not contribute to a cumulatively considerable noise impact and cumulative noise impacts due to operation would be expected to be less than significant. In addition, the cumulative increase in roadway noise would be below the significance threshold. Therefore, roadway noise impacts would not be cumulatively considerable. In addition, with Noise Ordinance compliance, the combined impact of the operational noise levels from the Originally Approved Project and existing noise levels on interior and exterior noise levels on adjacent properties would be less than significant and, therefore, not cumulatively considerable.

2008 Addendum Analysis

In addition to the analysis of noise and vibration impacts provided in the Certified EIR, an EIR Addendum was prepared in June 2008, which provided further analysis of noise and vibration impacts to the Capitol Records site. The 2008 Addendum was prepared in response to the concerns of that building's owner, EMI, regarding the construction and operational noise and vibration impacts of the Originally Approved Project on EMI's recording studio echo chambers. In response to EMI's concerns, additional information was developed from on-site studies, technical and expert noise and vibration analysis and reports, on-site noise and vibration measurements, and consultation with EMI's noise consultants and recording engineers. The additional information and analysis contained in the 2008 Addendum supports the conclusions of the Certified EIR that (1) the Originally Approved Project would cause a temporary significant and unavoidable construction-related noise and vibration impact to the Capitol Records site, and (2) impacts to the Capitol Records site due to operation of the Originally Approved Project would be less than significant. In addition, the Project applicant volunteered to comply with additional mitigation measures to further reduce impacts related to the Capitol Records site.

1st Revised Project (Addendum)

Construction Noise

The 1st Revised Project proposes a slightly smaller building than the Originally Approved Project, in generally the same building footprint. Further, the amount of subterranean parking would be reduced approximately 20 percent when compared to the Originally Approved Project. As such, construction activities for the 1st Revised Project would be slightly less than the Originally Approved Project. Also, the demolition of the existing uses has already been completed. Peak construction noise levels would be the same as the Originally Approved Project, but the duration of the impact would be shorter as the 1st Revised Project would construct a smaller subterranean parking structure than the Originally Approved Project. The 1st Revised Project would also result in a significant and unavoidable impact on the Capitol Records Tower during Project construction, but the impacts would be slightly less severe because 20 percent less subterranean parking would be built.

Construction Vibration

Like the Originally Approved Project, construction activities for the 1st Revised Project have the potential

to generate low levels of groundborne vibration at nearby multi-family residential units and the Capitol Records Tower. The 1st Revised Project's construction activities would be slightly less than those for the Originally Approved Project due to the previous demolition of the on-site uses without impact to the Capitol Records Tower, as well as a 20 percent reduction in subterranean parking, thereby reducing the duration of construction impacts. The Capitol Records Tower contains active recording studios that are located in subterranean spaces approximately 30-40 feet from the western Project Site boundary. Therefore, vibration sensitive activities at the Capitol Records Tower may be impacted during various phases of Project construction, thus resulting in a significant and unavoidable impact, which is slightly less than the Originally Approved Project. Further, the 1st Revised Project would implement the supplemental mitigation measures proposed in the 2008 Addendum.

Operational Noise - Vehicular

The traffic memorandum prepared for the 1st Revised Project concluded that the 1st Revised Project would result in slightly more trips per day when compared to the Originally Approved Project. Given that the traffic generated by the Originally Approved Project would only increase local noise levels by a maximum of 0.1 dBA CNEL for the roadway segments of Yucca Street (from Argyle Avenue to Gower Street) and Gower Street (north of Yucca Street), when compared with the future traffic volumes without the Project (the threshold is 3.0 dBA), the additional trips generated by the 1st Revised Project would not result in any significant impact. As such, impacts would be less than significant, and similar to the impacts of the Originally Approved Project.

Operational Noise - Periodic

Like the Originally Approved Project, development of the 1st Revised Project would contribute to an overall increase in ambient noise levels in the Project area. However, the 1st Revised Project is of the same size and scale as the Originally Approved Project, and would develop the same uses on the Project Site. Therefore, impacts associated with noise generated as a result of the operation of the 1st Revised Project upon the adjacent multi-family uses and Capitol Records Tower would be less than significant, and the same as the impacts of the Originally Approved Project.

Cumulative Impacts

The cumulative impacts would be the same for the 1st Revised Project as for the Originally Approved Project.

Current Project

Construction Noise

The Current Project proposes a building in the same general footprint as the previous versions of the Project, although the Current Project would be slightly larger than the 1st Revised Project (by approximately 2,729 square feet) and of the same size as the Originally Approved Project. In addition, the Current Project would remove a level of subterranean parking when compared to the 1st Revised Project

and 1.5 levels when compared to the Originally Approved Project. Construction noise levels would be the same as the Originally Approved Project and 1st Revised Project, but the duration of constructing a smaller subterranean parking structure would be shorter than the previous versions of the Project. The Current Project would still result in a significant and unavoidable impact on the Capitol Records Tower during Project construction, but the impacts would be slightly less severe due to the reduction in the amount of subterranean parking and the previous demolition of the on-site uses.

Construction Vibration

Like both the Originally Approved Project and the 1st Revised Project, construction activities for the Current Project have the potential to generate low levels of groundborne vibration at nearby multi-family residential units and the Capitol Records Tower. The Current Project's construction activities would be slightly reduced due to the previous demolition of the on-site uses without impact to the Capitol Records Tower, as well as a reduction in subterranean parking, thereby reducing the duration of construction impacts. The Capitol Records Tower contains active recording studios that are located in subterranean spaces approximately 30-40 feet from the western Project Site boundary. Therefore, vibration sensitive activities at the Capitol Records Tower may be impacted during various phases of Project construction, thus, resulting in a significant and unavoidable impact, which is slightly less than the Originally Approved Project's impact. Further, the Current Project would implement the supplemental mitigation measures proposed in the 2008 Addendum.

Operational Noise - Vehicular

The traffic memorandum prepared for the Current Project (described in greater detail under "Transportation/Traffic" below) concluded that the Current Project would result in the same number of daily trips as the 1st Revised Project, which is a slight increase in trip generation when compared to the Originally Approved Project. Typically it takes a doubling of traffic to increase roadway noise by 3 dBA CNEL, which is the City's threshold for a significant impact. As set forth in Section 15, Transportation/Traffic below, the Current Project would generate the same number of net new daily vehicles trips as the 1st Revised Project. While the Current Project would generate 109 more daily trips than the Originally Approved Project's 364 daily trips, this modest increase does not represent a doubling of traffic on any roadways in the vicinity of the Project Site. Given that the traffic generated by the Originally Approved Project would only increase local noise levels by a maximum of 0.1 dBA CNEL for the roadway segments of Yucca Street (from Argyle Avenue to Gower Street) and Gower Street (north of Yucca Street), when compared with the future traffic volumes without the Project (the threshold is 3.0 dBA), the additional trips generated by the Current Project would not result in any significant impact. As such, impacts would be less than significant, and similar to the impacts of the Originally Approved Project and the 1st Revised Project.

Operational Noise - Periodic

Like both the Originally Approved Project and the 1st Revised Project, development of the Current Project would contribute to an overall increase in ambient noise levels in the Project area. However, the Current

Project is of the same size and scale as both previous versions of the Project, and would develop the same uses on the Project Site (the change to restaurant/retail uses from offices would not impact the operational noise impacts). Therefore, impacts associated with noise generated as a result of the operation of the Current Project upon the adjacent multi-family uses and Capitol Records Tower would be less than significant, and the same as the impacts of the Originally Approved Project and the 1st Revised Project.

The changes proposed by the Current Project would not result in any new significant environmental impacts related to noise or result in a substantial increase in the severity of any previously identified impacts. The Current Project would have a significant an unavoidable impact on construction noise and construction vibration (Project-specific and cumulative), same as the Originally Approved Project and the 1st Revised Project. The Current Project's impact on operational noise for vehicular and non-vehicular uses would be less than significant, same as the Originally Approved Project and 1st Revised Project.

Cumulative Impacts

The cumulative impacts would be the same for the Current Project as for the 1st Revised Project and the Originally Approved Project, which is significant and unavoidable for construction noise and vibration and less than significant for noise from operation.

13. POPULATION AND HOUSING

Originally Approved Project (EIR)

Based on an average household size of 2.3 persons for households in the Hollywood Community Plan Area, approximately 219 people would occupy the proposed residential units. The increase in residential population resulting from implementation of the Originally Approved Project is considered minimal, as it would represent approximately one and one-half percent (1.5 percent) of the anticipated population growth of 14,821 persons in Hollywood by 2020. This would not be considered a substantial increase, because the addition of 219 persons would be within the population projection in the HCPA. The 95 housing units added by the Originally Approved Project would represent approximately 1.6 percent of the anticipated new housing units between 2005 and 2010 in the Hollywood community. As such, the Originally Approved Project would not directly induce substantial housing growth, and impacts related to housing would be less than significant.

The Originally Approved Project would also result in the generation of job opportunities for approximately 31 new employees. To provide a conservative analysis, it was assumed that the majority of jobs created by the Originally Approved Project would be filled by individuals with families. Therefore, each employee would represent one family household, assuming that only one person per family would be employed by the Originally Approved Project. Based on a ratio of approximately 2.3 persons per household, the 31 net jobs generated by the Originally Approved Project would generate an additional 71 new residents. The total project population, including the residential component combined with the commercial uses (219 + 71 = 290 people), would constitute approximately 3.4 percent of the Hollywood population growth expected by 2010. This is not considered to be a substantial increase, as the Project's contribution to the growth does not exceed the population estimate for the Hollywood Community Plan

by 2010. As such, the population growth associated with the Originally Approved Project has already been anticipated and planned for in the HCPA, and impacts would be less than significant.

Cumulative Impacts

The number of people that would be generated by the Originally Approved Project in combination with the related projects would potentially exceed the projected 2005-2010 population increase for the Hollywood Community Plan Area. However, this overall growth has been anticipated by SCAG, City, and CRA regional forecasts. Moreover, the concentration of population and employment growth in a highly urbanized area such as Hollywood, with excellent access to the regional transportation system, is promoted in numerous regional and local land use plans and policies. Therefore, the Originally Approved Project's incremental contribution to cumulative population and housing growth would not be considerable, and cumulative impacts associated with population and housing would be less than significant.

1st Revised Project (Addendum)

Based on an average household size of 2.3 persons for households in the Hollywood Community Plan Area provided by SCAG, approximately 269 people would occupy the proposed residential units.⁴ However, this estimate is overly conservative, as the 1st Revised Project proposes 24 studios, 8 live-work units, 80 one-bedroom units, and 4 two-bedroom units. Therefore, assuming only one person occupies the proposed studio units, the 1st Revised Project would result in a population growth of 236 people.⁵ The increase in residential population resulting from implementation of the 1st Revised Project is considered minimal, as it would represent approximately 1.2 percent of the anticipated population growth of 20,176 persons in the Hollywood Community Plan Area by 2030. This would not be considered a substantial increase, because the addition of 236 persons would be within the population projection in the HCPA. The 116 housing units added by the 1st Revised Project would represent approximately 0.88 percent of the anticipated new housing units between 2005 and 2030 in the Hollywood community. As such, the 1st Revised Project would not directly induce substantial housing growth, and impacts related to housing would be less than significant.

The 1st Revised Project would also result in the generation of job opportunities for approximately 30 new employees.⁶ To provide a conservative analysis, it was assumed that the majority of jobs created by the 1st Revised Project would be filled by individuals with families. Therefore, each employee would represent one family household, assuming that only one person per family would be employed by the 1st Revised Project. Based on a ratio of approximately 2.3 persons per household, the 30 net jobs generated by the 1st Revised Project would generate an additional 69 new residents. The total Project population, including the

⁴ 2.3 persons per dwelling unit x 116 residential units = 269 Project residents.

⁵ 2.3 persons per dwelling unit x 92 residential units = 212 residents in non-studio apartments. 1 person per studio dwelling unit x 24 studio units = 24 residents in studio apartments. 212 + 24 = 236 Project residents.

⁶ 13,442 square feet of commercial uses x 2.2371 employees per 1,000 square feet = 30 Project employees.

residential component combined with the commercial uses ($236 + 69 = 305$ people), would constitute approximately 1.5 percent of the Hollywood population growth expected by 2030. This is not considered to be a substantial increase, as the Project's contribution to the growth does not exceed the population estimate for the Hollywood Community Plan by 2030. As such, the population growth associated with the 1st Revised Project has already been anticipated and planned for in the HCPA, and impacts would be less than significant.

Overall, the population and housing impacts of the 1st Revised Project would be similar to the Originally Approved Project, and impacts would be less than significant.

Cumulative Impacts

The cumulative impact would also be similar for the 1st Revised Project as the Originally Approved Project.

Current Project

Based on an average household size of 2.3 persons for households in the Hollywood Community Plan Area provided by SCAG, approximately 269 people would occupy the proposed residential units.⁷ However, this estimate is overly conservative, as the Current Project proposes 15 studios, 77 one-bedroom units, and 24 two-bedroom units. Therefore, assuming only one person occupies the proposed studio units, the Current Project would result in a population growth of 247 people.⁸ The increase in residential population resulting from implementation of the Current Project is similar to the 1st Revised Project's population growth and is considered minimal.

In April 2012, SCAG adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012-2035 RTP/SCS) based, in part, on data from the 2010 U.S. Census. The 2012-2035 RTP/SCS provides population estimates for the City of Los Angeles in both 2020 and 2035. The 2020 population is estimated to be 3,991,7000 persons and the 2035 population is estimated to be 4,320,600 persons.⁹ The Current Project's population growth would therefore represent a negligible portion of the City's estimated population growth. In addition, as of the 2010 U.S. Census, the Project Site's Census Tract (1910.00) had a population of 3,228 persons.¹⁰ Therefore, the Current Project represents approximately 7.7 percent of the Census Tract population. Overall, the Current Project does not represent a substantial or significant growth as compared to the existing characteristics. The 116 housing units

⁷ $2.3 \text{ persons per dwelling unit} \times 116 \text{ residential units} = 269 \text{ Project residents.}$

⁸ $2.3 \text{ persons per dwelling unit} \times 101 \text{ residential units} = 232 \text{ residents in non-studio apartments. } 1 \text{ person per studio dwelling unit} \times 15 \text{ studio units} = 15 \text{ residents in studio apartments. } 232 + 15 = 247 \text{ Project residents.}$

⁹ SCAG, *2012-2035 Regional Transportation Plan, Growth Forecast*, page 32: http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012/RTP_GrowthForecast.pdf, accessed October 22, 2014.

¹⁰ U.S. Census, <http://www.census.gov/2010census/popmap/ipmtext.php?fl=06>, accessed October 22, 2014.

added by the Current Project would represent approximately 0.88 percent of the anticipated new housing units between 2005 and 2030 in the Hollywood community. As such, the Current Project would not directly induce substantial housing growth, and impacts related to housing would be less than significant.

The Current Project would also result in the generation of job opportunities for approximately five new employees.¹¹ To provide a conservative analysis, it was assumed that the majority of jobs created by the Current Project would be filled by individuals with families. Therefore, each employee would represent one family household, assuming that only one person per family would be employed by the Current Project. Based on a ratio of approximately 2.3 persons per household, the five net jobs generated by the Current Project would generate an additional 12 new residents, under the conservative assumption that all new employees relocate to the Current Project from homes outside the area due to the job. In fact, restaurant workers do not generally relocate their home for a new restaurant job, and there is an ample supply of such workers already in the Project area. Under this very conservative assumption, the total Current Project population, including the residential component combined with the commercial uses (247 + 12 = 259 people), would constitute approximately 1.3 percent of the Hollywood population growth expected by 2030. This is not considered to be a substantial increase, as the Project's contribution to the growth does not exceed the population estimate for the Hollywood Community Plan by 2030. In addition, the total population growth of the Current Project (including both the residential and commercial portions) would be reduced when compared to the population generation of the 1st Revised Project and the Originally Approved Project. Overall, the population growth associated with the Current Project has already been anticipated and planned for in the HCPA, and impacts would be less than significant.

The changes proposed by the Current Project would not result in any new significant environmental impacts upon population and housing or result in a substantial increase in the severity of any previously identified impacts. Like both the Originally Approved Project and the 1st Revised Project, the Current Project would result in a less than significant impact with respect to population and housing.

Cumulative Impacts

The cumulative impact would also be similar for the Current Project as for the 1st Revised Project and the Originally Approved Project and less than significant.

14. PUBLIC SERVICES

Originally Approved Project (EIR)

Fire

The Originally Approved Project would introduce 219 new residents to the Project Site. In addition, the Originally Approved Project is estimated to introduce a net increase of 31 employees to the Project Site.

¹¹ 2,325 square feet of commercial uses x 2.2371 employees per 1,000 square feet = 5 Project employees.

Thus, an increase in the demand for fire protection services is anticipated. However, the LAFD has indicated that staffing and resources are adequate to meet the Project area's proposed demand for fire and emergency services.

The Project Site is within a 0.66-mile radius of a LAFD fire station housing a Fire Engine Company. In addition, the Project Site is within a 0.83-mile radius of a LAFD fire station housing another Fire Engine Company, Paramedic Rescue Ambulance Company, a Task Force Truck, and an EMT Rescue Ambulance. The response distance from these fire stations meets LAMC recommendations, and therefore, the Project Site's proximity to two well-equipped fire stations, fire protection response would be considered adequate with respect to response distance and impacts would be less than significant.

Based on the existing staffing levels, equipment, facilities, and most importantly, response distance from existing stations, it is expected that the LAFD could accommodate the Originally Approved Project's demand for fire protection service. Therefore, the Originally Approved Project would not necessitate the construction or expansion of a fire station to maintain acceptable service ratios, response times, or other performance objectives of the LAFD. Further, the implementation of Mitigation Measures K.1-1 through K.1-7 would further reduce the Originally Approved Project's already less than significant impacts with respect to fire protection.

Cumulative Impacts

Each of the related projects would be individually subject to LAFD review and would be required to comply with all applicable construction-related and operational fire safety requirements of the LAFD and the City of Los Angeles in order to adequately mitigate fire protection impacts. Therefore, the Originally Approved Project would not have a cumulatively considerable incremental effect upon fire protection services and cumulative impact would be less than significant.

Police

The Originally Approved Project would introduce 219 new residents to the Project Site. In addition, the commercial component of the Originally Approved Project is expected to generate a net increase of 31 employees. Thus, an increase in the demand for police protection services is anticipated. The LAPD has stated that the Hollywood Community Police Station is staffed and equipped to provide full service to the Hollywood area, which includes the Project Site, and that the Originally Approved Project would not result in the need for construction or expansion of police stations or other police protection facilities. As such, no new or expanded police stations would be needed as a result of the Originally Approved Project, and there would be no long-term operational impacts to police protection services. Further, implementation of Mitigation Measures K.2-1 through K.2-3 would further reduce the Project's less than significant impacts with respect to police protection.

Cumulative Impacts

Any new or expanded police station would be funded via existing mechanisms (i.e., sales taxes, government funding) to which the Originally Approved Project and related projects would contribute. Furthermore, similar to the Originally Approved Project, each of the related projects would be individually subject to LAPD review, and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. In addition, the Hollywood Redevelopment Plan Amendment EIR concluded that cumulative impacts with respect to police protection services would not be significant. As the Originally Approved Project would not incrementally contribute to the cumulative demand for police protection services therefore not cumulatively considerable and impacts would be less than significant

Schools

The Originally Approved Project would generate a total of 19 elementary students, nine middle school students, and nine high school students. While it is likely that some of the students generated by the Originally Approved Project would already reside in areas served by LAUSD and would already be enrolled in LAUSD schools, for a conservative analysis, it is assumed that all students generated by the Originally Approved Project would be new to LAUSD. With the exception of Hollywood High School, the public schools serving the Project Site would have adequate capacity to accommodate the students generated by the Originally Approved Project. Therefore, impacts would be less than significant with reference to Cheremoya Elementary School and Le Conte Middle School. Payment of school fees (Mitigation Measure K.3-1) would mitigate the Project impacts to Hollywood High School to less than significant.

Cumulative Impacts

The applicants of the related commercial and residential projects would be expected to pay required developer school fees to the LAUSD (pursuant to SB 50) to help reduce any impacts they may have on school services. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts. The payment of these fees by the related projects would be mandatory and would ensure that cumulative impacts upon school services remain less than significant. Further, the Hollywood Redevelopment Plan Amendment EIR concluded that cumulative impacts with respect to schools would be less than significant. Therefore, the Originally Approved Project's impact on schools would not be cumulatively considerable and cumulative impacts would be less than significant.

Recreation and Parks

The Originally Approved Project would provide approximately 14,806 square feet of open space on the Project Site, and pursuant to LAMC Section 12.21G, the Originally Approved Project would be required to provide approximately 10,175 square feet of open space. The Originally Approved Project would result in a net increase of approximately 219 permanent residents to the Project Site. Though the Originally Approved Project would provide approximately 14,806 square feet of open space, the net Project

population increase would generate additional demand for recreation and park services when the Project is complete. Applying the long range planning goal in the Public Recreation Plan of four acres of parkland per 1,000 residents, the additional residents created by the Project would demand an equivalent of 0.88 acres of recreational space and uses. With implementation of Mitigation Measures K.4-1 and K.4-2, requiring payment of park fees and dwelling unit taxes, the Originally Approved Project's impact to parks and recreational facilities would be less than significant.

Cumulative Impacts

The increase in the residential population by cumulative growth in the Hollywood CPA and Project area would, in the absence of mitigation, lower the City's existing parkland to population ratio, which is below their preferred standard. Impacts associated with cumulative growth could be reduced through developer fees, conditions of approval, and environmental review procedures. However, there is no certainty that Conditions of Approval or Quimby fees would be effective in addressing cumulative impacts, due to the limited number of existing parks and lack of available sites on which new parks could be developed. Further, the Hollywood Redevelopment Plan Amendment EIR concluded that cumulative impacts with respect to parks and recreation would cumulatively significant. Therefore, it is conservatively assumed that the Originally Approved Project's contribution would be considerable and impacts would be cumulatively significant.

Libraries

Based on the State of California standards, the Originally Approved Project would generate need for 110 square feet (219 x 0.5) of library space and 438 (219 x 2) volumes of permanent collection. The Goldwyn Hollywood Branch currently meets the demands of the surrounding community and is one of the busiest branches in the Los Angeles Public Library system. The impacts of the Originally Approved Project would be less than significant on library facilities, and implementation of Mitigation Measure K.5-1 would further reduce these impacts.

Cumulative Impacts

The cumulative demand of the Originally Approved Project and the related projects may present a potentially significant impact on library facilities. However, with payment of the library mitigation fees recommended in Mitigation Measure K.5-1, the potentially significant cumulative impacts would be reduced to less than significant. As such, the Originally Approved Project in combination with the related projects would result in a less than significant impact with respect to library services. Further, the Hollywood Redevelopment Plan Amendment EIR concluded that cumulative impacts with respect to libraries would be less than significant. Therefore, the Originally Approved Project's impact on libraries would not be cumulatively considerable and cumulative impacts would be less than significant.

1st Revised Project (Addendum)

Demand for public services depends on the type and intensity of land uses. A change in the Project's

operational land uses, a substantial increase in floor area, or a substantial increase in the number of dwelling units could have the potential to increase the demand for police, fire, school, parks, and other public facilities, thereby changing the impacts to public services.

The 1st Revised Project would be of the same size and scale as the Originally Approved Project. While the 1st Revised Project would provide more residential units than the Originally Approved Project, the 1st Revised Project's units would be smaller apartment units when compared to the larger condominium uses of the Originally Approved Project. Further, the 1st Revised Project would provide slightly less floor area than the Originally Approved Project. As there would be no change in land use type, and a similar intensity, there would be no potential to increase impacts or demands on public services.

The 1st Revised Project would utilize the same public services infrastructure as the Originally Approved Project because all proposed changes are generally internal and overall Project intensity and size is not increasing. The analysis in the Certified EIR concluded that the existing public services infrastructure could sufficiently accommodate the Originally Approved Project. The changes of the 1st Revised Project with respect to public services would not increase the demand for public services to the extent that the 1st Revised Project's demand for services could not be met.

Further, the 1st Revised Project proposes to include 22,792 square feet of open space, which is an increase of 7,986 square feet when compared to the Originally Approved Project. The additional provision of on-site recreational amenities would help reduce Project-related impacts by providing on-site facilities that future residents may use in lieu of public parks.

As such, the public services impacts of the 1st Revised Project would be comparable to the Originally Approved Project. Impacts would remain less than significant with the implementation of the Draft EIR's mitigation measures.

Cumulative Impacts

The cumulative impact would also be exactly the same for the 1st Revised Project as the Originally Approved Project, which would be less than significant for fire, police, schools, and libraries, and significant and unavoidable for parks and recreational facilities.

Current Project

Demand for public services depends on the type and intensity of land uses. A change in the Project's operational land uses, a substantial increase in floor area, or a substantial increase in the number of dwelling units could have the potential to increase the demand for police, fire, school, parks, and other public facilities, thereby changing the impacts to public services.

The Current Project would be of similar size and scale as both the Originally Approved Project and the 1st Revised Project. Specifically, when compared to the 1st Revised Project, the Current Project would eliminate the eight live/work units and would replace them with eight apartment units. When compared to the Originally Approved Project, the Current Project's units would be smaller apartment units when

compared to the larger condominium uses of the Originally Approved Project. In addition, the Current Project would include 2,325 square feet of retail/restaurant space in place of the office space included in both the Originally Approved Project and 1st Revised Project. Moreover, as set forth in Section 12, Population and Housing, the total onsite population (residents plus employees) would be somewhat less under the Current Project (259), that under the Originally Approved Project (290) or 1st Revised Project (305). As the Current Project proposes a development of similar intensity and land use type, there would be no potential to increase impacts or demands on public services.

The Current Project would utilize the same public services infrastructure as the Originally Approved Project and 1st Revised Project because all proposed changes are generally internal and overall Project intensity and size is not increasing. The analysis in the Certified EIR and Addendum concluded that the existing public services infrastructure could sufficiently accommodate the Originally Approved Project and 1st Revised Project, respectively. The changes of the Current Project with respect to public services would not increase the demand for public services to the extent that the Current Project's demand for services could not be met.

As such, the public services impacts of the Current Project would be comparable to both the Originally Approved Project and 1st Revised Project. Impacts would remain less than significant with the implementation of the Draft EIR's mitigation measures. The Current Project's impact on police, fire, schools, parks, and libraries would be less than significant, same as the Originally Approved Project and 1st Revised Project. The changes proposed by the Current Project would not result in any new significant environmental impacts upon public services or result in a substantial increase in the severity of any previously identified impacts.

Cumulative Impacts

The cumulative impact would also be exactly the same for the Current Project as for the 1st Revised Project and the Originally Approved Project, which would be less than significant for fire, police, schools, and libraries, and significant and unavoidable for parks and recreational facilities.

15. TRANSPORTATION/TRAFFIC

Originally Approved Project (EIR)

Trip Generation

According to the traffic study prepared by Kaku Associates (2007 traffic study), the Originally Approved Project would generate a net increase of 364 weekday daily trips, including approximately 25 weekday AM peak hour trips (30 inbound, 22 outbound) and 32 weekday peak hour trips (22 inbound, 10 outbound).

Intersection Impact Analysis

Under year 2010 cumulative base conditions, seven of the 10 analyzed intersections are projected to operate at LOS D or better during both peak hours. The three remaining intersections projected to operate at LOS E or F during at least one of the analyzed peak hours are: Argyle Avenue & Franklin Avenue/northbound US-101 on ramp; Gower Street & southbound US-101 off-ramp/Yucca Street; and Gower Street & northbound US-101 off-ramp. The cumulative plus Project conditions follow the trend set by the cumulative base conditions. The same seven intersections are projected to operate at LOS D or better during both peak hours, and the three remaining intersections are projected to operate at LOS E or F during at least one of the analyzed peak hours. Using the traffic impact significance criteria described in the traffic study, the Originally Approved Project would not have a significant impact at any of the 10 study intersections during either of the peak hours.

Neighborhood Traffic Impact Analysis

To evaluate the potential for future Project traffic impacts on the area neighborhood streets, an additional analysis was conducted for Yucca Street between Argyle Avenue and Gower Street. Approximately 152 net new daily Project trips were assigned to the street network based on the Project trip distribution pattern described in the traffic study and were added to the cumulative base projection to obtain cumulative plus Project projections. Based on this analysis, it was determined that the Originally Approved Project would not have a significant impact on the analyzed neighborhood street segment.

Parking

The Originally Approved Project would provide 242 parking spaces on three subterranean levels, including 214 spaces for the residential development and 28 spaces for the commercial development. The *City of Los Angeles Planning Department Residential Parking Policy for Division of Land – No. AA 2000-1* establishes a standard parking requirement of 2 spaces per dwelling unit for condominium subdivisions of six or more units plus 0.25 space/unit for guest parking in non-parking congested areas or 0.5 space/unit for guest parking in parking congested areas. The Project Site is located in a parking congested area. However, the Advisory Agency only imposed 0.25 space/unit for guest parking due to proximity to transit. Using this policy of two spaces/unit plus the requested 0.25 space/unit for guest parking results in a requirement of 214 parking spaces for the condominium and live-work units.

Congestion Management Program (CMP) Impact Analysis

The CMP arterial intersections nearest to the Project Site are the intersections of Santa Monica Boulevard & Western Avenue and Santa Monica Boulevard & Highland Avenue. Based on the Originally Approved Project trip generation estimates provided above, the Originally Approved Project is not expected to add more than 50 trips to either of these two locations during either peak hour. Therefore, a CMP arterial intersection analysis is not required. In addition, the nearest CMP freeway monitoring segment is the Hollywood Freeway (US-101) south of Santa Monica Boulevard. Based on the incremental Originally Approved Project trip generation estimates, the Originally Approved Project is not expected to add

sufficient new traffic to exceed the freeway analysis criteria at this location. Since incremental Project-related traffic in any direction during either peak hour is projected to be less than the minimum criteria of 150 trips, no further CMP freeway analysis is required.

CMP Transit Impact Analysis

The nearest designated CMP transit center is the Metro Red Line Hollywood/Vine Station. Since the Project Site is located approximately one-quarter mile from this station, the CMP guidelines estimate that approximately 10% of Project person trips may use public transit to travel to and from the Project Site. As discussed above, the Originally Approved Project is expected to generate a net increase of approximately 23 vehicles during the AM peak hour and 30 vehicles during the PM peak hour. Applying the average vehicle ridership factor of 1.4 to the estimated vehicle trips results in an estimated increase of 32 and 42 person trips during the morning and evening peak hours, respectively. Finally, assuming the 10% transit mode split suggested in the CMP, this results in the conclusion that the Project could add approximately three new transit person trips in the weekday AM peak hour and four in the PM peak hour. Given that approximately 50 buses serve the area and the average Metro Red Line is about 10 minutes during the peak hours, Project-related impacts on the regional transit system are not expected to be significant.

Cumulative Impacts

Impacts of cumulative growth are discussed above under “Intersection Impact Analysis” and as described above, the Originally Approved Project’s incremental effect with respect to traffic would not be cumulatively significant. Overall, the Originally Approved Project’s cumulative transportation and traffic impacts would be less than significant.

1st Revised Project (Addendum)

Fehr & Peers prepared a memorandum entitled 6230 Yucca Street Traffic Analysis Validation & Update, dated June 14, 2012, to validate and update the traffic analysis that was prepared for the Originally Approved Project. Further, LADOT submitted an assessment letter to the Department of City Planning on January 11, 2013. This letter stated that the traffic memorandum adequately evaluated and determined that the 1st Revised Project would not significantly impact the studied intersections.

The purpose of the update was to do the following: (1) to conduct sufficient analysis to determine whether the original traffic study baseline (traffic counts and cumulative analysis) developed in 2006/2007 remains sufficient or needs updating to support completion of the Project entitlements; (2) to determine whether the newly revised Project description with increased residential density could potentially create new significant traffic impacts not previously identified; and (3) to conduct an “existing plus Project” impact analysis consistent with the more recent Sunnyvale court decision.

Baseline Validation

Base Year

Baseline traffic counts for the original traffic study for the Originally Approved Project were collected primarily in 2005 to 2006. Counts collected in 2005 for the 2007 traffic study were grown by 1% to reflect 2006 conditions. To determine whether the counts adequately represent current (2012) conditions, new traffic counts were collected at four of the 10 study intersections, and on the one study roadway segment to determine whether traffic volumes have increased in the intervening years since the original traffic study was prepared. Intersections that were shown in the 2007 traffic study to have the worst level of service and highest project incremental increase in volume to capacity (V/C) ratio were selected to this comparison, because they would have the highest potential for a Project traffic impact to be triggered if baseline traffic volumes had grown in the intervening years since the original traffic study was prepared.

New traffic volumes were collected in May 2012, during a non-holiday week when schools were in session. Table 5 lists the study intersections that were counted in 2012, and compares the total AM and PM peak hour turning movement volumes between 2006 and 2012. As shown in this table, traffic volumes at the four comparison study intersections in 2012 are the same or less than the traffic volumes at the same study intersections in 2006, ranging from approximately 100% to 86% of the 2006 traffic volumes (0% to 14% less).

Table 5
Base Year Peak Hour Traffic Volume Comparison

Intersection		Peak Hour Turning Movement Volumes (Total)				Volume Comparison	
		2006		2012			
		AM	PM	AM	PM	AM	PM
1	Argyle Av & Yucca St	939	1,268	866	1,255	92%	99%
3	Argyle Av & Franklin Av/NB US-101 On-Ramp	2,998	3,737	2,987	3,304	100%	88%
5	Argyle Av & Hollywood Bl	2,104	2,679	2,109	2,657	100%	99%
9	Gower St & NB US-101 Off-Ramp	1,222	1,481	1,051	1,305	86%	88%

Source: Fehr & Peers, June 2012.

During the same day that the peak period intersection turning movement counts were collected, a 24-hour roadway segment count was conducted on Yucca Street. The 2012 count showed 2,157 daily trips on Yucca Street during the 24-hour period, compared to the 2006 count, which showed 2,440 trips during a 24-hour period. Thus, the 2012 count is approximately 88% of the 2012 count (12% less).

Because the 2012 peak hour intersection counts and the 24-hour count are the same or less than the baseline 2006 traffic volumes in the original traffic study, the base year traffic analysis contained in the original traffic study is a valid and acceptable surrogate for 2012 conditions. For several intersections, use of the base year analysis for the original traffic study is a conservative assessment of 2012 existing conditions, because traffic volumes have declined at some intersections relative to 2006 traffic volumes.

Cumulative Baseline

Per the requirements of the Los Angeles Department of Transportation (LADOT), the potential for Project impacts were assessed against a future cumulative baseline, which accounted for growth in regional traffic (ambient growth), as well as traffic from known development projects in the study area (related projects).

Following common practice, the original traffic study grew the 2006 base year traffic volumes by 1% per year to reflect ambient growth in traffic (4% total growth). As shown above in Table 5, this level of ambient growth in traffic has not occurred, as 2012 traffic volumes are the same or less than the 2006 traffic volumes. Thus, the use of the Cumulative Base scenario from the original traffic study would result in a conservative assessment of regional traffic growth, and so can be considered an adequate baseline to assess the potential for Project related impacts for a new future base year that reflects the delayed implementation of the Project.

To determine the adequacy of the analysis of related projects in the original traffic study, a new related project list was obtained from LADOT in May 2012 for related projects located within a two-mile radius of the Project Site. Some projects that were analyzed in the original traffic study are still on the list, but many new projects have been added, and old projects have been removed. The projects on the 2012 related project list are estimated to generate approximately 102,980 daily, 6,722 AM peak hour, and 9,668 PM peak hour trips, approximately 10% fewer daily trips, 12% fewer AM peak hour trips, and 11% fewer PM peak hour trips than the related projects list from the original traffic study. Because the related projects from the original traffic study generated more trips than the current list, the use of the original Cumulative Base scenario would thus result in a more conservative baseline to assess the potential for Project impacts.

Because both the ambient growth rate and related project trip generation for the original Cumulative Base scenario would result in a more conservative baseline for assessing the potential for impacts from the 1st Revised Project, the baseline from the original traffic study has been retained for the updated analysis detailed in the traffic memorandum.

Updated Trip Generation Analysis

Revised trip generation estimates have been prepared based on the description of the 1st Revised Project. As shown in Table 6, the 1st Revised Project is expected to generate 473 daily trips, 32 AM peak hour trips, and 38 PM peak hour trips, which are approximately 109 additional daily trips, 6 additional AM peak hour trips, and 6 additional PM peak hour trips compared to the Originally Approved Project.

Table 6
1st Revised Project Trip Generation Estimates

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
1st Revised Project								
High-Rise Apartments	108 du	454	8	24	32	23	15	38
Office	13,442 sf	148	18	3	21	3	17	20
Live/Work								
Residential Space	8 du	47	1	3	4	3	1	4
<i>Less Live/Work Credit</i>		(2)	*	(1)	(1)	(1)	*	(1)
Work Space	6,177 sf	24	4	1	5	2	3	5
<i>Less Live/Work Credit</i>		(2)	(1)	*	(1)	*	(1)	(1)
New Uses		669	30	30	60	30	35	65
<i>Less Transit Credit 0%</i>		*	*	*	*	*	*	*
<i>Less Transit Credit 15%</i>		(22)	(3)	*	(3)	*	(3)	(3)
Total New Uses		647	27	30	57	30	32	62
Existing Use to be Removed								
Office	18,600 sf	205	26	3	29	5	23	28
<i>Less Transit Credit 15%</i>		(31)	(4)	*	(4)	(1)	(3)	(4)
Total Existing Uses (removed)		174	22	3	25	4	20	24
Net Incremental Trips		473	5	22	25	26	10	38
Original Traffic Study		364	3	22	25	22	10	32
CHANGE		109			7			6
<i>Source: Fehr & Peers, June 2012.</i>								
<i>Notes:</i>								
<i>du=dwelling unit, sf=square feet; *=negligible</i>								

Revised Traffic Future with Project Impact Analysis

The 1st Revised Project trip generation detailed in Table 6 was distributed to the street network using the trip distribution pattern specified in the 2007 traffic study. Project trips were assigned to the Cumulative Base traffic volumes from the original traffic study to develop Cumulative plus Project traffic volumes reflecting the updated Project description. V/C ratios and corresponding level of service (LOS) values were calculated using the Critical Movements Analysis (CMA) methodology, as implemented in LADOT's CalcaDB software consistent with the original traffic study, and as required by LADOT. Unsignalized intersections, consistent with the original traffic study, were analyzed using the Highway Capacity Manual (HCM) methodology for two-way stop controlled intersections. To determine the effects of the incremental increase in traffic volumes at unsignalized intersections associated with the Project, unsignalized intersections were also analyzed as signalized intersections, with a reduced capacity of 1,200 vehicles per lane per hour, per LADOT's standard procedure in place at the time of the preparation of the original traffic study.

Table 7 presents the V/C ratios and corresponding LOS for the Cumulative Base scenario from the original traffic study, as well as the updated Cumulative plus Project scenario reflecting the 1st Revised Project. As shown in Table 7, no significant Project-related traffic impacts are expected with the 1st

Revised Project as currently proposed.

**Table 7
Future Conditions Intersection Level of Service Analysis**

No.	Intersection	Peak Hour	Cumulative Base		Cumulative Plus Project		Project Increase in V/C	Significant Project Impact?
			V/C or Delay	LOS	V/C or Delay	LOS		
1	Argyle Avenue & Yucca Street*	AM	0.408	A	0.413	A	0.005	No
		PM	0.827	D	0.843	D	0.016	No
2	Argyle Avenue & SB U.S.-101 On-Ramp [a]	AM	8.7	A	8.8	A		
		PM	10.5	B	10.6	B		
		AM	0.299		0.305		0.006	No
		PM	0.468		0.471		0.003	No
3	Argyle Avenue & Franklin Ave/NB U.S.-101 On-Ramp*	AM	1.029	F	1.033	F	0.004	No
		PM	1.291	F	1.293	F	0.002	No
4	Vine Street & Yucca Street*	AM	0.625	B	0.625	B	0.000	No
		PM	0.493	A	0.494	A	0.001	No
5	Argyle Avenue & Hollywood Boulevard*	AM	0.811	D	0.811	D	0.000	No
		PM	0.873	D	0.873	D	0.000	No
6	Gower Street & SB U.S.-101 Off-Ramp/Yucca Street [b]	AM	71.5	F	72.0	F		
		PM	63.8	F	65.7	F		
		AM	0.372		0.373		0.001	No
		PM	0.387		0.387		0.000	No
7	Vine Street & Franklin Ave/ SB U.S.-101 Off-Ramp*	AM	0.366	A	0.366	A	0.000	No
		PM	0.531	A	0.532	A	0.001	No
8	Gower Street & Hollywood Boulevard*	AM	0.891	D	0.893	D	0.002	No
		PM	0.747	C	0.749	C	0.002	No
9	Gower Street & NB U.S.-101 Off-Ramp [b]	AM	67.1	F	68.4	F		
		PM	OVRFL	F	OVRFL	F		
		AM	0.264		0.266		0.002	No
		PM	0.175		0.182		0.007	No
10	Gower Street & Yucca Street	AM	18.3	C	18.4	C		
		PM	20.4	C	20.5	C		
		AM	0.408		0.409		0.001	No
		PM	0.521		0.521		0.000	No

Source: Fehr & Peers, June 2012.

* Intersection is currently operating under ATSAC and as part of the ATCS. A total credit of 0.1 in V/C ratio was included in the above analysis.

[a] Intersection is uncontrolled. Analysis was done using Highway Capacity Manual uncontrolled methodology. Average vehicular delay in seconds per vehicle is reported for LOS calculations and a V/C ratio is given to determine significant impacts.

[b] Intersection is two-way stop-controlled. Analysis was done using Highway Capacity Manual (2000) two-way stop-controlled methodology. For the purpose of evaluating the operating conditions of the intersection, average vehicular delay in seconds is reporting.

Existing Plus Project Traffic Impact Analysis

The traffic study for the Originally Approved Project was prepared in accordance with the methodology prescribed in LADOT's Traffic Study Guidelines applicable at the time the study was prepared. Consistent with LADOT's methodology, the study evaluated the potential for Project-related intersection

traffic impacts against a future baseline condition at the date of anticipated Project build out (then 2010).

In December 2010, the California Court of Appeal for the Sixth District issued an opinion on the case *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council* (“Sunnyvale”), pertaining to the environmental baselines used in an EIR for a long-range transportation improvement. The Sunnyvale decision interprets CEQA to require that project-specific impacts should be analyzed based upon adding a project’s impacts to existing conditions.

Analysis Methodology

Consistent with Sunnyvale, the 1st Revised Project has been analyzed using existing conditions as the baseline to assess the potential for Project impacts, including lane configurations and the 2006 existing traffic volumes. Project-only trips reflecting the 1st Revised Project were assigned to existing traffic volumes using the same procedure as described above for the Cumulative plus Project scenario to develop Existing plus Project traffic volumes. Consistent with other scenarios, Existing plus Project traffic volumes were analyzed using CMA methodology for signalized intersections, and the HCM two-way stop methodology for the unsignalized intersections as required by LADOT. The potential for Project impacts under this scenario were assessed using the same traffic impact threshold criteria used for other scenarios as required by LADOT.

Analysis Results

Table 8 presents the V/C ratios, and corresponding LOS for the Existing and Existing plus Project conditions. As shown therein, the 1st Revised Project would not have a significant impact at any study intersection under an Existing plus Project scenario, as the increase in traffic from the 1st Revised Project would not exceed any LADOT thresholds of significance.

Table 8
Existing Plus Project Conditions Intersection Level of Service Analysis

No.	Intersection	Peak Hour	Existing		Existing Plus Project		Project Increase in V/C	Significant Project Impact?
			V/C or Delay	LOS	V/C or Delay	LOS		
1	Argyle Avenue & Yucca Street*	AM	0.364	A	0.369	A	0.005	No
		PM	0.543	A	0.560	A	0.017	No
2	Argyle Avenue & SB U.S.-101 On-Ramp [a]	AM	8.0	A	8.0	A		
		PM	9.2	A	9.2	A		
		AM	0.198		0.204		0.006	No
		PM	0.338		0.341		0.003	No
3	Argyle Avenue & Franklin Ave/NB U.S.-101 On-Ramp*	AM	0.907	A	0.911	E	0.004	No
		PM	1.056	A	1.058	F	0.002	No
4	Vine Street & Yucca Street*	AM	0.425	A	0.426	A	0.001	No
		PM	0.371	A	0.373	A	0.002	No
5	Argyle Avenue & Hollywood Boulevard*	AM	0.401	A	0.401	A	0.000	No
		PM	0.605	B	0.605	B	0.000	No
6	Gower Street & SB U.S.-101 Off-Ramp/Yucca Street [b]	AM	28.4	D	28.5	D		
		PM	25.1	D	25.6	D		

**Table 8
Existing Plus Project Conditions Intersection Level of Service Analysis**

No.	Intersection	Peak Hour	Existing		Existing Plus Project		Project	Significant Project
		AM	0.280		0.281		0.001	No
		PM	0.353		0.353		0.000	No
7	Vine Street & Franklin Ave/ SB U.S.-101 Off-Ramp*	AM	0.345	A	0.345	A	0.000	No
		PM	0.483	A	0.483	A	0.000	No
8	Gower Street & Hollywood Boulevard*	AM	0.733	C	0.735	C	0.002	No
		PM	0.633	B	0.635	B	0.002	No
9	Gower Street & NB U.S.-101 Off-Ramp [b]	AM	18.4	C	18.6	C		
		PM	21.4	C	22.9	C		
		AM	0.108		0.109		0.001	No
		PM	0.053		0.053		0.000	No
10	Gower Street & Yucca Street	AM	14.3	B	14.3	B		
		PM	15.7	C	15.8	C		
		AM	0.306		0.307		0.001	No
		PM	0.448		0.448		0.000	No

Source: Fehr & Peers, June 2012.

* Intersection is currently operating under ATISAC and as part of the ATCS. A total credit of 0.1 in V/C ratio was included in the above analysis.

[a] Intersection is uncontrolled. Analysis was done using Highway Capacity Manual uncontrolled methodology. Average vehicular delay in seconds per vehicle is reported for LOS calculations and a V/C ratio is given to determine significant impacts.

[b] Intersection is two-way stop-controlled. Analysis was done using Highway Capacity Manual (2000) two-way stop-controlled methodology. For the purpose of evaluating the operating conditions of the intersection, average vehicular delay in seconds is reporting.

Residential Street Segment Analysis

The residential street segment analysis from the traffic study for the Originally Approved Project was updated based on the revised trip generation estimates. As shown in Table 9, the 1st Revised Project is expected to generate 198 daily trips on the segment (compared with 152 trips for the Originally Approved Project as analyzed in 2007). While this represents an increase of 46 daily trips, the 1st Revised Project generated traffic would still be below the impact threshold, so this would not be considered an impact.

**Table 9
Neighborhood Street Impact Analysis**

Street Segment	Weekday Two-Way Daily Volume				Impact Analysis		
	Existing	Cumulative Base	Project Only	Cum. + Project	Project %	Impact Criteria	Significant Impact?
Yucca St between Argyle Ave & Gower St	2,440	2,538	198	2,736	7%	10%	No

Source: Fehr and Peers, June 2012.

Parking

The 1st Revised Project would provide 208 parking spaces, which would meet the Code requirements for the proposed apartment and commercial uses. Therefore, the 1st Revised Project would result in a less than significant impact with respect to parking, same as the Originally Approved Project.

Cumulative Impacts

Cumulative impacts for the 1st Revised Project would be the same as the Originally Approved Project.

Current Project**Updated Trip Generation**

Revised trip generation estimates have been prepared based on the description of the Current Project, using the same trip generation methodology use to analyze the 1st Revised Project. As shown in Table 10, the Current Project is expected to generate 473 daily trips, including 12 net new AM peak hour trips and 30 net new PM peak hour trips. Compared to the 1st Revised Project, there is no change to the number of daily trips generated by the Project, 20 fewer net new AM peak hour trips, and eight fewer PM peak hour trips.

Table 10
Current Project Trip Generation Estimates

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Current Project								
High-Rise Apartments	116 du	487	9	26	35	25	16	41
Quality Restaurant	2,325 sf	209	1	1	2	11	6	17
Pass-by Credit (10%)		(21)	0	0	0	(1)	(1)	(2)
Transit Credit (15%)		(28)	0	0	0	(2)	0	(2)
Total Restaurant Trips		160	1	1	2	8	5	13
Total New Uses		647	10	27	37	33	21	54
Existing Use to be Removed								
Office	18,600 sf	205	26	3	29	5	23	28
Less Transit Credit 15%		(31)	(4)	*	(4)	(1)	(3)	(4)
Total Existing Uses (removed)		174	22	3	25	4	20	24
Net Incremental Trips		473	(12)	24	12	29	1	30
1st Revised Project Net Trips		473	5	27	32	26	12	38
CHANGE					- 20			- 8
Source: Fehr & Peers, October 2014.								
Notes:								
du=dwelling unit, sf=square feet; *-negligible								

Intersection and Street Segment Analysis

Because the Current Project, as currently proposed, would generate the same number of daily trips and fewer peak hour trips than the 1st Revised Project, no additional significant traffic impacts would be anticipated, consistent with the traffic studies prepared for the previous versions of the Project.

Parking

The Current Project would provide 201 parking spaces, which would meet the Code requirements for the proposed apartment and commercial uses. Therefore, the Current Project would result in a less than significant impact with respect to parking, same as the Originally Approved Project and the 1st Revised Project.

Overall, the changes proposed by the Current Project would not result in any new significant environmental impacts upon traffic, transportation, or parking, or result in a substantial increase in the severity of any previously identified impacts.

Freeway Impacts

In October 2013, the City and Caltrans District 7 entered into an Agreement Between City of Los Angeles and Caltrans District 7 On Freeway Impact Analysis Procedures. The purpose of this agreement was to develop a screening methodology to determine when a proposed project within the City should work with Caltrans to prepare a Freeway Impact Analysis, utilizing Caltrans' "Guide for the Preparation of Traffic Impact Studies" ("TIS Guide"). Based on the agreement, this coordination and analysis would be required for projects that meet any of the following criteria:

- The project's peak hour trips would result in a 1-percent or more increase to the freeway mainline capacity of a freeway segment operating at level-of-service (LOS) E or F (based on an assumed capacity of 2,000 vehicles per hour per lane);
- The project's peak hour trips would result in a 2-percent or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on an assumed capacity of 2,000 vehicles per hour per lane); or
- The project's peak hour trips would result in a 1-percent or more increase to the capacity of a freeway off-ramp operating at LOS E or F (based on an assumed ramp capacity of 1,500 vehicles per hour per lane); or
- The project's peak hour trips would result in a 2-percent or more increase to the capacity of a freeway off-ramp operating at LOS D (based on an assumed ramp capacity of 1,500 vehicles per hour per lane).

Projects that do not exceed any of the above thresholds are deemed to have a less than significant impact on Caltrans' facilities.

Fehr & Peers prepared a memorandum entitled 6230 Yucca Street Project Caltrans Freeway Screening, dated October 13, 2014 (included as Attachment C to this technical letter), in order to determine whether the Current Project exceeds any of the above thresholds. The memorandum concluded that the Current Project would not exceed any of the thresholds. Therefore, no Freeway Impact Analysis is warranted, and the Current Project's freeway impacts would be less than significant.

Cumulative Impacts

Cumulative impacts for the Current Project would be the same as the Originally Approved Project and the 1st Revised Project and less than significant.

16. UTILITIES

Originally Approved Project (EIR)

Wastewater

The Originally Approved Project is estimated to generate a total of 13,989 gallons of wastewater per day, which is within the total amount anticipated under the maximum wastewater generation of the 2003 Hollywood Redevelopment Plan Amendment EIR. Therefore, the increase in wastewater generation would be less than significant.

The Originally Approved Project is proposed to be served by sewer lines in the immediate Project vicinity. According to the Wastewater Engineering Services Division of the City Bureau of Sanitation, the existing sewer lines in the immediate Project vicinity would likely have the capacity to handle the sewage generation flows from the Originally Approved Project, based on the estimated flow in the area. Since there are existing sewer lines adjacent to and nearby the Project Site, likely with sufficient capacity to handle the flows from the Originally Approved Project, no offsite sewer line improvements are anticipated, other than the Originally Approved Project's connection. Furthermore, the HTP has sufficient remaining capacity to provide treatment for the wastewater generated as a result of the Originally Approved Project. The Originally Approved Project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, and would therefore result in a less than significant impact.

Cumulative Impacts

The cumulative sewage generation would be well within the design capacity of the HTP, representing approximately two percent of the remaining capacity. Therefore, the cumulative impact of the related projects in combination with the Originally Approved Project on wastewater facilities would be less than significant.

Further, the Hollywood Redevelopment Plan Amendment 2003 Final EIR documented that wastewater treatment and infrastructure capacity would be sufficient to accommodate wastewater generation associated with the buildout of the Hollywood Redevelopment Project Area to 2026, including the cumulative effects of other growth anticipated to occur within the Redevelopment Project Area (i.e., growth projected to occur under the No Project scenario). Future development projects within the service area of the Bureau of Sanitation would be subject to the locally mandated water conservation and sewer allocation programs. Therefore, the Originally Approved Project would not contribute to a cumulatively considerable effect on wastewater treatment systems.

Water

The Originally Approved Project would result in the demand for 16,789 gallons of water per day. Existing water infrastructure and treatment facilities that serve the Project Site are considered to be adequate. Therefore, no construction of or expansion of infrastructure or water treatment facilities would be needed to accommodate the Originally Approved Project.

The LADWP has stated that water requirements for any project that is consistent with the City's General Plan have been taken into account in the planned growth in water demand and that sufficient supplies are available to accommodate the Originally Approved Project. Further, the LADWP has indicated in its Urban Water Management Plan that it will provide an adequate water supply to meet current and future growth until at least 2020. Therefore, impacts to water supply would be less than significant. In addition, implementation of Mitigation Measures M.2-1 through M.2-6 would further reduce the Project's less than significant impacts by requiring the implementation of water conservation features and techniques into the Originally Approved Project.

Cumulative Impacts

It is unknown whether existing water infrastructure that would serve the related projects is considered to be adequate. However, if any upgrades to the water infrastructure are required as a result of the implementation of the Originally Approved Project or any of the related projects, the applicant or related project applicants would be required to pay for such upgrades.

Further, the Hollywood Redevelopment Plan 2003 Final EIR documented that water supply and infrastructure capacity would be sufficient to accommodate water consumption associated with the buildout of the Hollywood Redevelopment Project Area to 2026, including the cumulative effects of other growth anticipated to occur within the Redevelopment Project Area (i.e., growth projected to occur under the No Project scenario). Future development projects within the service area of LADWP would be subject to the locally mandated water conservation programs. Citywide water conservation efforts would also be expected to partially offset the cumulative demand for water. LADWP and MWD have indicated that the cumulative water demand by regional growth can be adequately accommodated. Therefore, the Originally Approved Project would not contribute to a cumulatively considerable effect on water service/supply or infrastructure.

Solid Waste

Based on a construction generation rate of 4.38 pounds of waste for every square foot of new residential construction and 3.89 pounds of waste for every square foot of new nonresidential construction, the construction of the Originally Approved Project is estimated to generate approximately 554,553 pounds (277 tons) of solid waste over the construction period. Recycling of construction-related waste materials in compliance with AB 939 would substantially reduce this waste stream that would otherwise go to a landfill. Therefore, approximately 277,277 pounds (139 tons) of construction waste would be disposed of in the landfills. As the remaining daily intake of the local landfills would have adequate capacity to accommodate this daily construction waste, impacts would be less than significant.

Over the long term, the Originally Approved Project would be expected to generate 1,245 pounds or 0.62 tons of solid waste per day. The AB 939 requirement to reduce the solid waste stream in landfills by 50 percent means that 623 pounds (1,245/2) or 0.31 tons must be recycled rather than disposed of in a landfill. Thus, the Originally Approved Project would generate 623 pounds or 0.31 tons per day that would be disposed in local landfills. The remaining daily intake at the local landfills would have adequate capacity to accommodate the additional contribution of waste from the Originally Approved Project, and impacts would be less than significant.

Cumulative Impacts

Even with no waste stream diversion, the local landfills could accommodate the cumulative solid waste generated by the Originally Approved Project in combination with the related projects. In addition, similar to the Originally Approved Project, the related projects would be subject to the requirements of AB 939, which requires the diversion of 50 percent of solid waste generated through waste reduction, recycling, and composting.

Further, the Hollywood Redevelopment Plan Amendment 2003 Final EIR documented that solid waste disposal capacity would be sufficient to accommodate solid waste generation associated with the buildout of the Hollywood Redevelopment Project Area to 2026, including the cumulative effects of other growth anticipated to occur within the Redevelopment Project Area (i.e., growth projected to occur under the No Project scenario). As with the Originally Approved Project, other future development projects would be required to participate in the City's recycling program, thus reducing the amount of solid waste to be disposed of at the local landfills. Because landfill capacities would be sufficient to accommodate the solid waste generation by cumulative growth, the Originally Approved Project would not contribute a cumulatively considerable effect on solid waste disposal facilities and impacts would be less than significant.

Natural Gas

The Originally Approved Project is expected to consume a total of 14,036 cubic feet of natural gas per day. SoCal Gas can accommodate the natural gas demands of the Originally Approved Project from existing pressure mains and current supply. Further, the Originally Approved Project would comply with Title 24 energy conservation standards for insulation, glazing, lighting, shading, and water and space heating

systems in all new construction. With modern energy efficient construction materials and compliance with Title 24 standards, the Originally Approved Project would be consistent with the State's energy conservation standards and, therefore, would not conflict with adopted energy conservation plans.

Cumulative Impacts

Like the Originally Approved Project, the related projects would be required to comply with Title 24 energy conservation standards. The Hollywood Redevelopment Plan Amendment 2003 Final EIR documented that natural gas supply and infrastructure capacity would be sufficient to accommodate natural gas consumption associated with the buildout of the Hollywood Redevelopment Project Area to 2026, including the cumulative effects of other growth anticipated to occur within the Redevelopment Project Area (i.e., growth projected to occur under the No Project scenario). As with the Originally Approved Project, the Gas Company undertakes expansion or modification of natural gas service infrastructure to serve future growth in the within its service area as required in the normal process of providing service. Cumulative impacts related to natural gas service would be addressed through this process. As such, the Originally Approved Project would not contribute to cumulatively considerable effects on natural gas supplies and infrastructure.

Electricity

The Originally Approved Project is estimated to consume a total of 1,953 kilowatt hours of electricity per day. The Originally Approved Project would also comply with Title 24 energy conservation standards for insulation, glazing, lighting, shading, and water and space heating systems in all new construction. With modern energy efficient construction materials and compliance with Title 24 standards, the Originally Approved Project would be consistent with the State's energy conservation standards and, therefore, would not conflict with adopted energy conservation plans.

Finally, under the City Charter, the LADWP has an obligation to serve the citizens of the City. Therefore, the Originally Approved Project has been factored into the projected load growth electricity demands. Furthermore, the Originally Approved Project would be required to comply with Title 24 of the CCR, which establishes energy conservation standards for new construction. Therefore, there would be a less than significant impact on electrical supply systems.

Cumulative Impacts

Under the City Charter, the LADWP has an obligation to serve the citizens of the City. Therefore, the related projects have been factored into the projected load growth electricity demands. In addition, like the Originally Approved Project, all of the related projects would be required to comply with Title 24 of the CCR, which establishes energy conservation standards for new construction. As a result, cumulative electricity impacts are not expected to be significant.

The 2003 Final EIR documented that electrical generation and infrastructure capacity would be sufficient to accommodate electricity consumption associated with the buildout of the Hollywood Redevelopment Project Area to 2026, including the cumulative effects of other growth anticipated to occur within the

Redevelopment Project Area (i.e., growth projected to occur under the No Project scenario). As with the Originally Approved Project, LADWP undertakes expansion or modification of electrical service infrastructure and distribution systems to serve future growth in the City as required in the normal process of providing electrical service. Cumulative impacts related to electric power service would be addressed through this process. As such, the Originally Approved Project would not contribute to a cumulatively considerable effect on electricity generation or infrastructure and impacts would be less than significant.

1st Revised Project (Addendum)

The 1st Revised Project would utilize the same utilities infrastructure as the Originally Approved Project. The analysis in the Draft EIR concluded that the existing infrastructure had capacity to accommodate the Originally Approved Project. The minor changes of the 1st Revised Project would not increase the demand for public utilities to the extent where the 1st Revised Project's utilities demand would exceed the infrastructure capacity.

While the 1st Revised Project would be built within the same building envelope as the Originally Approved Project, the 1st Revised Project would include more, smaller units than the Originally Approved Project. This internal change in unit breakdown affects the amount of wastewater generated and water consumed, due to different generation/consumption rates.

With respect to wastewater generation, the 1st Revised Project would generate approximately 15,456 gallons per day, which represents an increase of 1,467 gallons per day over the Originally Approved Project. This additional wastewater would be accommodated by the existing capacity of the HTP. Further, it is expected that the wastewater system should be able to accommodate the sewage flow for the 1st Revised Project. However, as for the Originally Approved Project, if insufficient capacity exists, the Project applicant would be required to build a secondary line to connect the flow to the nearest lines with capacity to serve the Project. The installation of this secondary line would require only minimal trenching and pipeline installation, and as such, would not result in any adverse impacts.

With respect to water consumption, the 1st Revised Project would consume approximately 18,548 gallons per day, which represents an increase of 1,759 gallons per day over the Originally Approved Project. Existing water infrastructure and treatment facilities that serve the Project Site would be adequate to serve the 1st Revised Project. Therefore, no construction of or expansion of infrastructure or water treatment facilities would be needed to accommodate the 1st Revised Project. Further, as the 1st Revised Project is consistent with the City's General Plan, it has been taken into account in the planned growth in water demand and sufficient supplies are available to accommodate the 1st Revised Project. Further, the LADWP has indicated in its Urban Water Management Plan that it will provide an adequate water supply to meet current and future growth until at least 2020. Therefore, impacts to water supply would be less than significant.

The solid waste, electricity, and natural gas consumption/generation rates do not take into account number of bedrooms. Therefore, the analysis for the 1st Revised Project overstates the impacts, as the smaller units would likely generate less solid waste, and also consume less natural gas and electricity.

The 1st Revised Project would generate approximately 1,500 pounds of solid waste per day, which is an increase of 255 pounds per day over the Originally Approved Project. As for the Originally Approved Project, the 1st Revised Project would comply with the requirements of AB 939 to divert 50 percent of its solid waste. Further, the landfills in the area would have adequate capacity to accommodate the solid waste generated by the 1st Revised Project. As such, impacts with respect to solid waste would be less than significant.

Implementation of the 1st Revised Project would consume approximately 16,810 cubic feet of natural gas per day, which is an increase of approximately 2,774 cubic feet per day over the Originally Approved Project. The 1st Revised Project would consummate approximately 2,265 kilowatt hours of electricity per day, which is an increase of approximately 312 kilowatt hours per day over the Originally Approved Project. As described above, this is likely an overstatement of the 1st Revised Project's impacts, as the 1st Revised Project includes smaller units with a slightly smaller total square footage than the Originally Approved Project. Nevertheless, it would be expected that SoCal Gas could accommodate the natural gas needs of the 1st Revised Project and that LADWP could accommodate the electricity needs of the 1st Revised Project. In addition, the 1st Revised Project would comply with the requirements of Title 24. Overall, impacts of the 1st Revised Project with respect to natural gas and electricity would be less than significant, and similar to the impacts of the Originally Approved Project.

The 1st Revised Project's impact on water, wastewater, solid waste, natural gas, and electricity would be less than significant, same as the Originally Approved Project.

Cumulative Impacts

Cumulative impacts for the 1st Revised Project would be the same as for the Originally Approved Project.

Current Project

The Current Project would utilize the same utilities infrastructure as the Originally Approved Project and the 1st Revised Project. The analyses in the Draft EIR and EIR Addendum concluded that the existing infrastructure had capacity to accommodate the Originally Approved Project and the 1st Revised Project. The minor changes of the Current Project would not increase the demand for public utilities to the extent that the Current Project's utilities demand would exceed the infrastructure capacity.

Table 11
Current Project Wastewater Generation

Land Use	Size	Generation Rate ^a	Total Wastewater Generation (gpd)
Studio Apartment	15 du	80 gallons/du/day	1,200
1-Bedroom Apartment	77 du	120 gallons/du/day	9,240
2-Bedroom Apartment	24 du	160 gallons/du/day	3,840
Restaurant	2,325 sq. ft.	300 gallons/1,000 sq. ft./day	698
Current Project Total			14,978
<i>Notes:</i>			
<i>du=dwelling unit; sq. ft.=square feet</i>			
<i>^a Source: City of Los Angeles, Draft L.A. CEQA Thresholds Guide, Exhibit K.2-11, May 14, 1998.</i>			

**Table 12
Current Project Water Consumption**

Land Use	Size	Consumption Rate ^a	Total Water Consumption (gpd)
Studio Apartment	15 du	96 gallons/du/day	1,440
1-Bedroom Apartment	77 du	144 gallons/du/day	11,088
2-Bedroom Apartment	24 du	192 gallons/du/day	4,608
Restaurant	2,325 sq. ft.	360 gallons/1,000 sq. ft./day	837
Current Project Total			17,973
<i>Notes:</i>			
<i>du=dwelling unit; sq. ft.=square feet</i>			
<i>^a Source: City of Los Angeles, Draft L.A. CEQA Thresholds Guide, Exhibit K.2-11, May 14, 1998. Water consumption assumed to be 120% of wastewater generated for a given land use.</i>			

With respect to wastewater generation, the Current Project would generate approximately 14,978 gallons per day, which represents a decrease of 478 gallons per day when compared to the 1st Revised Project. The wastewater generated by the Current Project would be accommodated by the existing capacity of the HTP. Further, it is expected that the wastewater system should be able to accommodate the sewage flow for the Current Project. However, as for the Originally Approved Project and the 1st Revised Project, if insufficient capacity exists, the Project applicant would be required to build a secondary line to connect the flow to the nearest lines with capacity to serve the project. The installation of this secondary line would require only minimal trenching and pipeline installation, and as such, would not result in any adverse impacts.

With respect to water consumption, the Current Project would consume approximately 17,973 gallons per day, which represents a decrease of 575 gallons per day when compared to the 1st Revised Project. Existing water infrastructure and treatment facilities that serve the Project Site would be adequate to serve the Current Project. Therefore, no construction of or expansion of infrastructure or water treatment facilities would be needed to accommodate the Current Project. Further, as the Current Project is consistent with the City's General Plan, it has been taken into account in the planned growth in water demand and sufficient supplies are available to accommodate the Current Project. Further, the LADWP has indicated in its Urban Water Management Plan that it will provide an adequate water supply to meet current and future growth until at least 2020. Therefore, impacts to water supply would be less than significant, same as for the Originally Approved Project and the 1st Revised Project.

The solid waste, electricity, and natural gas consumption/generation rates do not take into account number of bedrooms. Therefore, the following analysis for the Current Project overstates the impacts, as the smaller units would likely generate less solid waste, and also consume less natural gas and electricity when compared to the larger units.

The Current Project would generate approximately 1,431 pounds of solid waste per day, which is a decrease of 69 pounds per day when compared to the 1st Revised Project. Like both the Originally Approved Project and the 1st Revised Project, the Current Project would comply with the requirements of AB 939 to divert 50 percent of its solid waste. Further, the landfills in the area would have adequate capacity to accommodate the solid waste generated by the Current Project. As such, impacts with respect

to solid waste would be less than significant, same as for the Originally Approved Project and the 1st Revised Project.

Table 13
Current Project Solid Waste Generation

Land Use	Size	Generation Rate ^a	Total Solid Waste Generation (lbs/day)
Apartment Unit	116 du	12.23 lbs/du/day	1,419
Restaurant	2,325 sq. ft.	5 lbs/1,000 sq. ft./day	12
Current Project Total			1,431
<i>Notes:</i> <i>du=dwelling unit; sq. ft.=square feet; lbs=pounds</i> <i>^a Source: City of Los Angeles, Draft L.A. CEQA Thresholds Guide, Page K.3-2, May 14, 1998, and City of Los Angeles Bureau of Sanitation, Solid Waste Generation, 1981. Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.</i>			

Implementation of the Current Project would consume approximately 15,736 cubic feet of natural gas per day, which is a decrease of approximately 1,074 cubic feet per day when compared to the 1st Revised Project. The Current Project would consummate approximately 2,090 kilowatt hours of electricity per day, which is a decrease of approximately 175 kilowatt hours per day when compared to the 1st Revised Project. As for both the Originally Approved Project and the 1st Revised Project, it would be expected that SoCal Gas could accommodate the natural gas needs of the Current Project and that LADWP could accommodate the electricity needs of the Current Project. In addition, the Current Project would comply with the requirements of Title 24. Overall, impacts of the Current Project with respect to natural gas and electricity would be less than significant.

Table 14
Current Project Natural Gas Consumption

Land Use	Size	Consumption Rate ^a	Total Daily Natural Gas Consumption (cf)
Apartment Unit	116 du	4,011.5 cf/du/mo	15,511
Restaurant	2,325 sq. ft.	2.9 cf/sq. ft./mo	225
Current Project Total			15,736
<i>Notes:</i> <i>du=dwelling unit; sq. ft.=square feet; cf=cubic feet; mo=month (assumed to be 30 days)</i> <i>^a Source: SCAQMD, CEQA Air Quality Handbook, Table A9-12-A, 1993.</i>			

Table 15
Current Project Electricity Consumption

Land Use	Size	Consumption Rate ^a	Total Electricity Consumption (kWh)
Apartment Unit	116 du	5,626.50 kWh/du/yr	1,788
Restaurant	2,325 sq. ft.	47.45 kWh/sq. ft./yr	302
Current Project Total			2,090
<i>Notes:</i> <i>du=dwelling unit; sq. ft.=square feet; kWh=kilowatt hours; yr=year</i> <i>^a Source: SCAQMD, CEQA Air Quality Handbook, Table A9-11-A, 1993.</i>			

The Current Project's impacts on water, wastewater, solid waste, natural gas, and electricity would be less than significant, and slightly reduced when compared to the impacts of the 1st Revised Project. Overall, the changes proposed by the Current Project would not result in any new significant environmental impacts upon public utilities or result in a substantial increase in the severity of any previously identified impacts.

Cumulative Impacts

The cumulative impacts for the Current Project would be the same as for both the Originally Approved Project and the 1st Revised Project and less than significant.

17. MANDATORY FINDINGS OF SIGNIFICANCE

Originally Approved Project (EIR)

The Certified EIR concluded that the Originally Approved Project would result in significant unavoidable environmental impacts for the following environmental issue areas: construction noise and vibration; cumulative views of the Capitol Records Tower; cumulative construction noise and vibration; and cumulative impacts to parks and recreational facilities.

1st Revised Project (Addendum)

As discussed in the EIR Addendum, the 1st Revised Project would result in the same significant and unavoidable impacts as the Originally Approved Project. The 1st Revised Project would not result in any additional significant impacts and would not increase the severity of any previously identified impacts.

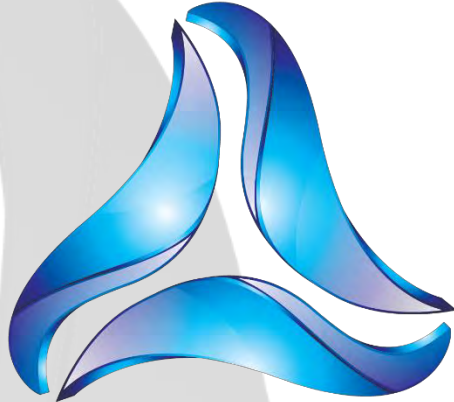
Current Project

As discussed in the preceding sections, the Current Project would result in the same significant and unavoidable impacts as the Originally Approved Project and the 1st Revised Project. The Current Project would not result in any additional significant impacts and would not increase the severity of any previously identified impacts.

Attachment A

Fault Activity Investigation

GROUP



DELTA

Fault Activity Investigation

**6230 Yucca Street
Hollywood Area
City of Los Angeles, California**

**September 3, 2014
GDC Project No. LA-1161 A**



GROUP DELTA

David Jordon
Second Street Ventures
13327 Beach Avenue
Marina Del Rey, California 90292

September 3, 2014
GDC Project No. LA-1161A

Attention: Mr. David Jordon

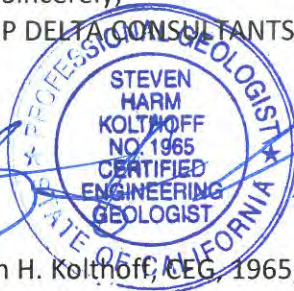
Subject: Fault Activity Investigation
6230 Yucca Street
SW Corner of Yucca Street and Argyle Avenue
Hollywood Area, City of Los Angeles, California
GDC Project No. LA-1161A

Dear Mr. Jordon,

Group Delta Consultants (GDC) is pleased to submit this Revised Fault Activity Investigation report for the proposed Yucca Development in the Hollywood District of the City of Los Angeles. Under the Alquist-Priolo Earthquake Fault Zoning Act of 1972, the City of Los Angeles Department of Building and Safety and the California Mining and Geology Board presented a preliminary map that showed inferred "active faults" trending across your property. We have now completed an adequate standard-of-practice geological investigation, and illustrated that the inferred faults either do not exist or are demonstrably "not active" according to current State of California definitions.

We appreciate the opportunity to provide geotechnical and geological services for this project. Should you have any questions, please call at 310 320-5100.

Yours Sincerely,
GROUP DELTA CONSULTANTS, INC.



Steven H. Kolthoff, CEG, 1965, exp. 8/31/15
Engineering Geologist Consultant



Michael D. Reader, P.E., GE
CEO, Principal Engineer

Distribution: Addressee (1), LADBS (2)

SUMMARY OF TECHNICAL FINDINGS

Based on the GDC geologic interpretation at and near the proposed Yucca Development, we conclude that the project site is suitable for development.

The Investigation Included:

- Initial evaluation of published reports and other geological information; and using 27 Cone Penetrometer Tests (CPT's) and 8 soil cores up to 60 feet deep;
- Observing and documentation of two trenches that traversed the west and east sides of the property. The trenches were up to 35 feet deep and 120 feet long;
- Collection of appropriate samples and radiocarbon dating of detrital charcoal;
- Formal soil-stratigraphic measurements and descriptions of buried paleosols that provided relative age estimates for the trench-exposed sediments;
- Offsite CPT and soil core exploration up to 60 feet deep extending 50 feet to the north and south of the property, Plate 1; Site 2 (Yucca);

Our findings are:

- A previously inferred "Argyle Strand" of the Hollywood Fault does not exist; rather the inferred groundwater offsets are now shown to be local perched levels on interbedded clay beds.
- Detailed trench logging and soil-age assessments on the west trench exposed unbroken Holocene (> 11,500 years old) sediments to a depth of approximately 27-30 feet. These beds were laid down by the regionally extensive Argyle Channel.
- A distinct clay below the Argyle Channel caps the underlying Pleistocene debris flow sediments. The upper mud flow sediments are at least 12 ka to 15 ka and continuous and unbroken in the west trench and in the adjacent cores.
- The east trench exposed debris flow sediments that underlie the mud flow deposits, below the Holocene sediments. The older debris flows are mainly locally derived from erosion of a former eastern terrace and bluff (Figure 7). These older remnants were similarly documented to be un-faulted.
- On the west wall of the east trench (Plate 6; Station 0+84), we identified a slip surface (possible bedding plane) fault. For conservation, we assumed that this feature originated as a tectonic fault. We found, however, that this feature is overlain by unbroken mud

- flow deposits that reflected weathering of at least ~30ka to 40ka. Accordingly, the last displacement of the inferred slip surface at Station 0+84, if even a tectonic origin fault, took place well before ~ 11ka to 12ka ago and therefore is not active.
- Based on site specific investigation, we therefore find that no active fault exist within, nor within 50 feet north and south of the subject site. The investigation meets current professional standard of practice for assessment of sites in an A-P zone.

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1.0 INTRODUCTION

This report presents the results of the Group Delta Consultant, Inc. (GDC) Fault Activity Investigation study for the Yucca site (Plate 1; Site 2). Provided are maps, cross-sections, numeric and relative dating procedures with methodology and interpretations consistent with current geologic “standards of practice” applicable to an Alquist-Priolo Earthquake Fault Investigation.

The Alquist-Priolo (AP) Act was initiated in early 1972. It requires that geological investigations for faults identified by the California Geologic Survey (CGS) be “**sufficiently active and well-defined**,” recognizing that future zoning could not rely solely on the then limited fault data of others.

Several major California faults have been placed in AP “Earthquake Fault Zones” that require site specific investigations; for example, the San Andreas and the Newport-Inglewood systems. Accordingly, based on a compilation of documented or suspected fault activity, the California Geological Survey (CGS) can then “zone” such faults. The proposed fault zone is then reviewed by local geologic and other knowledgeable parties. When warranted, the zone is officially approved by the controlling agency, the State Mining and Geology Board.

From literature compilation and independent interpretation, the CGS placed the Hollywood Fault Zone, including the “Argyle Strand” (Figure 9), on a “Preliminary Earthquake Fault Zone” map. Their map has formally designated the “Argyle Strand” as “active,” defined in the CGS Special Report 42, revised, 1997, as a “**fault that has had surface or near surface ground rupture within the last 11,500 years (Holocene Epoch)**”. Further, recent publications have identified individual fault strands that must be active according to current state definitions. For example, from a site-specific standpoint, the CGS Fault Evaluation Report postulated that an inferred active fault strand within the Hollywood Fault Zone (FER 253) crosses the 6230 Yucca Street Property. The CGS inferred the presence of this fault based on differential groundwater levels recorded in two onsite geotechnical borings drilled by GDC (2006) during a preliminary site engineering investigation and on topographic expression. GDC herein informally deem the presumed fault as the “Argyle Strand”.

The recent AP zonation requires site specific geologic investigations. The investigation must inherently confirm or deny the age and/or existence of any faults on or within 50 feet of the property and should follow current geologic “standards-of-practice.” Procedurally, the City of Los Angeles is the lead agency that will approve the Yucca site investigation. The California Geological Survey will review this report and give its opinion to the State Mining and Geology Board and to the City of Los Angeles Department of Building and Safety.

1.1 PROPERTY DESCRIPTION

The site is an open area surrounded by a chain link fence (Appendix D, Photo 1). The site was the location of the old KFWB building east and adjacent to the Capitol Records Tower. With the demolition of the KFWB building, the remaining improvements are an asphalt concrete parking lot to the south and an open dirt field to the north. The area is approximately 150 feet long by 170 feet wide. During demolition, all utilities and bulky site debris were removed.

1.2 PURPOSE AND SCOPE OF WORK

This study evaluates whether potential traces of the Hollywood Fault or any other fault(s) exist on or in the sub-surface of the site. The GDC understanding of the project is based on descriptions provided by the project applicant and on published and non-published information. GDC also reviewed pertinent aerial photographic, geologic and topographic maps, and peer-reviewed published and geotechnical reports submitted to reviewing agencies. We also reconnoitered the site and vicinity for geomorphic evidence of surface expression of fault rupture. Accordingly, the fault investigation followed current geologic “standards-of-practice” to demonstrate the possible presence and age of any fault that might impact proposed development of the property (Figure 1).

At this site, the CGS (2014) issued a Preliminary AP map showing the “Argyle Strand” (segment 2 of the Hollywood Fault) as trending across the property (Figure 1). Accordingly, to initially evaluate the site, continuous and undisturbed soil cores and Cone Penetrometer Tests (CPT) soundings were conducted on the property to determine if there were any obvious, potentially fault-related breaks in the subsurface.

After completion of the coring and CPT programs and excavating and logging, GDC emplaced and documented exposures in a 120-foot long and 30-foot deep, north-south trench in the western portion of the property (Plate 1). The trench exposures “calibrated” the cores and CPT lines and exposed Holocene and Pleistocene sequences and stratigraphy useful for both numeric (radiocarbon) and relative soil dating (soil stratigraphy) and for reasonable extrapolation of stratigraphy across the entire property and to at least 50 feet north and south of the Yucca Street (Site 2) property (Plate 1).

In this report, we used the term “soil” as a pedogenic (weathering) feature and as a tool for dating sediments, and not as an engineering material.

Our investigation included the following:

- Retention of Dr. Roy J. Shlemon to assist GDC with analysis of the local Quaternary geology, soil stratigraphy and paleoseismology; and to provide an independent QA assessment of the investigation (Appendix B).
- GDC review and analysis of relevant geotechnical and geological investigations, and published geologic and geotechnical maps and reports pertaining to the site. Specific references are documented in Section 8.
- Interpretation of vertical stereo and oblique aerial photographs from the Continental Aerial collection and the Spence collection at UCLA.
- Coordination with the owner, with Underground Service Alert (USA) and the City of Los Angeles Department of Building and Safety to locate utilities and to coordinate the logistics of the field investigation.
- Initial site observations to assess existing conditions relative to the planned development. Prior to drilling the soil cores or pushing the CPT’s, initial advancement of a soil auger to 5 feet was performed to satisfy USA requirements.

- Pushing 27 CPT soundings up to 60 feet deep down the center of the property by Middle Earth, Inc. and Gregg In Situ, Inc. Logs and interpretations of the CPT data are given in Appendix A and Plates 1 and 2 on Cross-Section A-A' and B-B'. Locations are indicated on Plate 1.
- Drilling 8 soil cores to 60 feet between the CPT soundings in a north-south alignment. This was carried out by Gregg Drilling, Inc., using an 8.75-inch diameter hollow stem auger with a 3-inch diameter by 5 foot long split coring barrel down the auger annulus. The recovered cores were placed in 2.5 feet long cardboard core boxes and transported to the GDC laboratory for further examination. Core logs are provided in Appendix A. Locations are indicated on Plate 1.
- Excavating two trenches, the west and east trenches (Plate 1).
- The west trench was about 50 feet wide, 152 feet long, and 25 to 30 feet deep. To conform to California OSHA regulations, the trench was laid back to 1:1 horizontal to vertical on the east side. GDC combined lay back to 1:1 on the upper half and construction of around 4-foot high benches near the bottom. This trench allowed pertinent extrapolation of soil core and CPT data for analysis of sediments. At the north end, the west trench was laid back to a 1:1 slope, to prevent encroachment onto a public right-of-way. The spoils were stockpiled along the east property line. Location of the west trench is shown on Plate 4.
- To supplement the west-trench exposures, the west trench was about 30 feet wide and 120 feet long and overlapped the southern portion of the west trench, continuing south into Site 1, the southern property, (Plate 1) for about 50 feet. The sides of the trench were benched to about 4 feet wide or greater and 4 feet high, horizontal to vertical (Plates 4 and 5).
- Field preparation included brushing and scraping of the trench walls, setting up of level string lines, geologic logging and photographing both trenches across the property from north to south. As at the west trench, the east was periodically observed by geologists from the City of Los Angeles Department of Building and Safety and the California Geological Survey. Two charcoal samples from the west trench and five from the east trench were collected for potential radiocarbon dating and submitted to Beta Analytic, Inc. (Miami, Florida; Appendix C). The locations are plotted on the trench log (Plate 3 and 5).
- Illustration of the subsurface stratigraphy with CPT and soil core logs on geologic Cross-Section A-A' and on the trench logs (Cross-Section B-B'-B").
- Preparation and summary of our finding and opinions with attachments and appendices.

2.0 GEOLOGIC INVESTIGATIONS

2.1 PREVIOUS INVESTIGATIONS

Previous geologic mapping and investigations were based mainly on a few outcrops in the area, on geomorphic expression and groundwater differentials between two or more wells. Based on the limited, site-specific data (Hoots, 1930; Hoots and Kew, 1931; Dolan, 1997, 2000; Dibblee, 1988), the California Geological Survey recently published (2014) and submitted a Draft Fault Evaluation Report (FER 253, 2014) to complement the Preliminary AP map for the Hollywood 7.5 Quadrangle.

The draft FER 253 depicts an inferred active (Holocene) trace of a Hollywood Fault (“Argyle Strand” (Figure 1) as trending across the Yucca Street site, thereby warranting this investigation. Additionally, as documented in the readily available literature, site-specific, fault activity and geotechnical investigations in the area similarly addressed potential impact of the Hollywood Fault (Law, 2000; GeoPentech, 2001, 2005; Leighton, 2011; City of Los Angeles, 2009; Langan, 2011, 2012).

2.2 PRESENT INVESTIGATION

Thus far few, if any, site specific investigations relied on trench exposures to evaluate the presence and related activity of a postulated Hollywood Fault. Most assessments were based solely on interpretation of CPT, downhole logging, large diameter borings and soil core transects. Therefore, this investigation is the first study that investigates the presence or absence of one or more inferred splays of the Hollywood Fault by trenching.

This investigation included:

1. Analysis of 1926 and 1941 topographic and soil survey maps;
2. Aerial photographic interpretation (UCLA Collection) from the 1920’s and 1930’s and initial site observations and geomorphic and geologic reconnaissance(s);
3. Emplacement and interpretation of 27 CPT soundings (Appendix A);
4. Advancement, collection and logging of continuous soil cores up to 60 feet deep to evaluate the subsurface stratigraphy;
5. Excavation and geologic logging of two trenches approximately 120 feet long and 30 feet deep and up to 60 feet wide trench on the west side, and 150 feet deep and up to 30 feet wide on the east side of the property.

2.2.1 CONE PENETRATION TESTS

The site exploration initially explored stratigraphic continuity with the CPT soundings, soil cores and reconstructed site paleogeography. CPT’s were centered every 10 feet and pushed to a depth of 60 feet or to refusal. The tip and side resistance of the CPT cone was recorded and plotted as packets of sediments correlated across the CPT traverse (Plates 1 and 4).

2.2.2 CONTINUOUS SOIL CORES

Soil cores were placed between CPT's to calibrate the subsurface geology. Cores were drilled using an 8.75-inch hollow stem auger with a 3-inch diameter core barrel. The barrel was placed down the annulus of the augers and pushed about 3- to 4- inches in front of the bit as the auger advanced downward. The barrel was connected and held stationary with respect to the rig rotary head system by a series of rods that pushed the barrel ahead of the bit to prevent the barrel from spinning, resulting in a relatively undisturbed continuous core sample. The recovered cores provided subsurface soil conditions and calibration for the CPT data.

The cores in the upper sandy sediments were drilled in 2.5 foot runs to optimize recovery. Where drilling recovery exceeded 90%, as in clayey sediments and bedrock, the runs were increased to 5 feet. The cores were placed in boxes, field logged, and returned to the GDC laboratory for detailed logging. After analysis, the core information was combined with CPT data to calibrate the CPT's to the sediments recovered, as shown on Plate 2, Cross-Section A-A'. The trench exposures also provided site-specific data to extend sediment correlation north and south of the trenches and along the CPT-soil core line.

2.2.3 TRENCHING INVESTIGATIONS

The two 6230 Yucca Street trenches were oriented north-south in order to intersect projections of the inferred "Argyle Strand" of the Hollywood Fault (Figure 1). Prior to trenching, Underground Services Alert, (USA) located all underground utilities offsite. The utilities onsite were removed during demolition of the KFWB building. The trench extended from about 10 feet from the Yucca Street sidewalk on the north, to about 10 feet from the southern property line (Figure 1).

WEST TRENCH

The west trench was the first of two trenches excavated on the Yucca site. The top 13 feet along the west side of the trench was cut with a 1:1 slope to the first bench. Benches 2 through 4 were excavated with ~4 foot vertical walls to the bottom of the trench. This benching improved the stability of the trench and provided good exposures for logging (Cross-Section B-B'). The eastern side of the trench was sloped at 1:1 horizontal to vertical from top to bottom.

EAST TRENCH

A second trench was excavated to the east of the west trench to further evaluate sediment properties and age. Because the pre-Holocene sediments were shallow, the trench was excavated to a depth of about 15 feet, at its deepest. The older alluvium encountered in the trench was very hard and dense and benched with 4-5 foot vertical walls. The trench was oriented N-S, overlapped the west trench, and extended about 50-ft south of the property line onto Site 1 (Plate 1).

2.2.4 SOIL-STRATIGRAPHIC AGE ESTIMATES

As documented in Appendix B, the west trench exposed the thalweg of the Argyle Channel and an overlying 30-ft thick sequence of interbedded, grossly fining-upward fluvial sediments within the Argyle Channel. Soil-stratigraphic measurements and descriptions show that the Argyle

Channel sediments are capped by a remnant, very slightly developed surface soil, and by four, intercalated interval buried paleosols, ranging in relative development from very slight to slight. Based on “calibration” with numerically dated soils elsewhere in Mediterranean climates, the cumulative time of weathering for formation of the channel sediments is an estimated ~8-10ka years.

The Argyle Channel incises underlying, relatively impermeable clay that bears a truncated, moderately developed buried paleosol. This soil, with its distinct translocate clay films, represents another ~8ka-15ka of weathering. Additionally, the abrupt unconformity between the base of the channel and the underlying clay, suggest onset of Argyle Channel deposition during an epoch of regional pluviality, conservatively estimated as ~12ka-16ka (marine isotope stage 2). From a pedogenic standpoint, the cumulative age of the trench-exposed Argyle Channel and the underlying clay exceeds ~15ka.

2.2.5 RADIOCARBON DATING

Four conventional radiocarbon dates from the east and west trenches (Yucca-1, Yucca-2, Yucca-4 and Mill-1) in the Argyle Channel sediments were collected and retained for the Yucca site, Site 2 (Plate 1) to evaluate the numeric age of the Argyle Channel sediments. The west trench samples, Yucca-1 and Yucca-2, are highly suspect, owing to the high potential for younger contamination by modern groundwater (~4,310 years before present, ybp), and to the likely re-deposition of older “organic sediment” (~41,000 ybp) resulting in an unreliable old age. In the east trench, sample Yucca-3 did not have any charcoal found in the sample so no radiocarbon date was determined. The Yucca-4 radiocarbon date was measured to be ~4170 ybp.

The east trench was extended south to evaluate the active fault potential on the adjacent property and to establish a 50 foot buffer zone for this site. Charcoal samples were also collected and identified as Yucca-4 and Mill-1. Yucca-4 and Mill-1, on the west wall of the east trench, yielded radiocarbon dates of ~4170 ybp and ~4280 ybp, respectively (Appendix C). Other samples (Mill-2 though Mill-7) were retained for the adjacent property, site 1 (Plate 1) to the south.

More realistic age estimates for the west trench sediments are typically derived from soil-stratigraphic assessments. These show that from the cumulative age of the five, trench-exposed buried soils and from likely fluvial deposition onset during marine isotope stage 2, the base of the Argyle Channel sediments (thalweg) is at least ~ 12 ka old (Appendix B).

As shown in the west trench, the Argyle Channel sediments are typically internally incised a few to several feet (cut and fill). Accordingly, radiocarbon dates from widely spaced continuous cores often yield stratigraphically inverted ages, thus lowering “confidence” for possible regional correlation. Hence, trench exposures are still currently the “gold standard” to correlate sediments and to identify and date possible subsurface faults.

Yucca trench exposures also provide “calibration” to more confidently identify the lithology and grain size of sediments in adjacent continuous cores and CPT transects. The GDC trench log and extrapolation to adjacent CPT, soil cores and trench logs show that the Argyle Channel overlapping sediments and underlying clay marker-bed, mud flow sediments are continuous, and unbroken by any fault.

3.0 GEOLOGIC FRAMEWORK

3.1 REGIONAL GEOLOGIC SETTING

3.1.1 STRUCTURE

The Santa Monica Mountains began uplift in the Jurassic; and intermittent tectonic movement continues to the present (Hoots, 1930; Hoots and Kew, 1931; Dibblee, 1991). By the middle Miocene, deformation affected the Topanga sediments, resulting in simple, west-plunging folds. Later, in response to continued movement of San Andreas plate boundary faults, high-angle normal offset gave rise to an incipient Hollywood Fault Zone.

Periodic faulting since the late Miocene produced more complex deformation. In the study area, the southeastern limbs of local folds were “down-dropped” along the Hollywood Zone. By the onset of the Quaternary, many folds were buried by episodic, climatically controlled alluvial deposits that covered most of the study area. Starting at least by mid-Quaternary time, the surface expression of local left-lateral and thrust faults were generally buried by continuing region-wide alluviation. Great relief was generally expressed along major south-trending canyons that incised the alluvial cap(s), only to be filled and again partially filled in response to regional change in climate.

3.1.2 HOLLYWOOD FAULT

The Hollywood Fault Zone forms the general boundary separating the LA Basin (Hollywood Sub-basin) from the Transverse Ranges on the north and the Peninsular Ranges on the south. From west to east, the Hollywood Fault is generally divided into five segments all characterized by left-lateral oblique slip (Figure 9). The eastern terminus of Segment 2 and the western terminus of Segment 3 are north-east of the site of this study (FER 253). The part of Segment 2 that trends through the site is referred to as the “Argyle Strand”.

The location and relative activity of the Hollywood Fault segments stems mostly from the investigations of Dolan (1997, 2000) who based his conclusions mainly on geomorphic expression, on possible offset of alluvial fans flanking the southern Santa Monica Mountains, on previous geotechnical studies by LA Metro, and on differences in groundwater levels as depicted in geotechnical borings.

When drilled in 2006, GDC encountered groundwater in B-1 and B-1 at depths of 24 and 44 feet, respectively. In the west trench, we found that the mud flow was wet near and below the contact with the Upper Sand Unit at ~27 feet below ground surface (bgs). Free water occurred at about ~35 feet bgs.

Based on the California Division of Mines and Geology (CDMG) Open-File Report 98-026, the historic highest groundwater at the Yucca site was more than 80 feet. Because the site is on the toe of the hills to the north and underlain by interbedded alluvial sediments, it is not unusual for perched groundwater elevations to vary significantly. From the site-specific trench exposures, we thus conclude that differing groundwater levels in the geotechnical borings stem from local perching on the several different, subsurface clayey beds.

The east and west trench exposures also explain the origin of an apparent 20-ft vertical offset of

piezometric surfaces recorded in adjacent, on-site geotechnical borings. This separation was the likely basis for the CGS postulated presence of a Hollywood Fault, “Argyle Strand” (CGS, 2014). Again, from the site-specific trench exposures, we document that the local perched water levels are not caused by any inferred fault.

3.1.3 GEOLOGIC-GEOMORPHIC ANALYSIS

The Yucca Street area lies within the Hollywood Basin, a sub-basin of the Central Block of the Los Angeles Basin to the south and the Santa Monica Mountains to the north. The Los Angeles Basin contains more than 12,000 feet of Neogene and Quaternary sediment resting on crystalline basement rock. Onset of formation of the Los Angeles Basin resulted in numerous folds and faults in the footwall of the Hollywood and the Santa Monica (north-west-east of the study area) Fault Zones. Dolan and others (1997) pointed out that a southward dip of Pleistocene marine platforms suggests continuing Quaternary uplift of the Santa Monica Mountains.

The major strands of the Santa Monica-Hollywood-Raymond fault zones form the southern boundaries of the Santa Monica Mountains (Fig. 4). Dolan and others (2000) estimated that at least one surface-rupturing earthquake took place on the Hollywood Fault within the Holocene (last ~11,500 yrs), which, if correct, marks the fault as “active” according to current State of California definition.

Hoots and Kew (1931) identified a bedrock fault about 2000 feet north of the site (Fig. 3). Although not fully characterized or dated, this fault may be a strand of the Hollywood Fault Zone that juxtaposes Topanga and Modelo formation sediments. Hoots and Kew (1931) also mapped Modelo Fm bedrock under the southern portion of the site (Figure 3).

3.2 LOCAL GEOLOGIC SETTING

The Yucca site lies on two geologic units, here generally deemed “Older alluvial” and “Younger alluvial deposits.” These are incised by a southwest-trending alluvial filled channel with sands, silt and gravel, locally deemed as the “Argyle Channel.” These fluvial sediments were derived from the Hollywood Hills to the north and are part of the large fan complex that filled the Hollywood Basin to the south. In this report, we informally designate these deposits that filled the canyon along Argyle Avenue as the “Argyle Channel sands.”

We described and otherwise analyzed site-specific soil-core and trench-exposed sediments according to their physical properties and relative soil profile development (Appendix B). GDC recognize four mappable units and sub-units deposited above bedrock (Fig. 10); the upper sands of the “Argyle Channel” deposits (Qs), an immediately underlying mud flow (Qm), a lower complex of interbedded debris flows (Qdf) and the older alluvium (Qoal) that is projected from trenching to the east of the Yucca site. The “older alluvium” was not exposed on the Yucca site but is found to the east on other projects (Plate 7). These, in turn, are underlain by likely Miocene-age sediments pertaining to the Modelo Formation (Tm). We describe the sequences starting from the youngest (Artificial Fill) to the oldest (bedrock) as documented in the trench logs, soil cores and CPT’s (Plates 1 through 7).

3.2.1 ARTIFICIAL FILL DEPOSITS (Qaf)

The Yucca site is generally capped by artificial fill, ranging from reworked native soils and detritus of old trash burn pits in the southern half; and brick, concrete, asphalt and a hydrocarbon coat under the asphalt parking lot, most likely used a weed control agent. An old seamless Kerr Mason glass jar and a torpedo bottle were exposed in the east trench parking area, suggesting that the fill is approximately 100 years old.

3.2.2 HOLOCENE UPPER SAND (Qs) (ARGYLE CHANNEL DEPOSITS)

The Upper Sand was dated using soil-stratigraphic and radiocarbon dating methods. These deposits consist of loose to moderately dense, gradationally bedded and sub-rounded to sub-angular sands with local, weakly cemented gravelly sands. Interbeds of slightly to moderately developed paleosols occur within the sands and gravels (Appendix B). The sands and gravels are mostly basaltic and meta-quartzite with some granitic clasts. The granitic gravels and cobbles are mostly decomposed in place forming angular gruss. The sand ranged from fine- to coarse-grained with occasional fine- to medium-grained gravel and cobbles and weathered silty soil horizons. Gravels and cobbles were concentrated along unconformities and bottoms of paleo channels, identifying grossly fining-upward sedimentation sequences. Both the clastic sands and gravels were interbedded with paleosols that reflect alternating epochs of deposition and relative landscape stability (Appendix B; Appendix D, Photo 3).

The sand and gravels originated in the Santa Monica Mountains and were transported south down canyons as broad alluvium deposits (Figure 6). The sands, in general, are poorly to well sorted, with the quartz sand grains sub-rounded and frosted. This sand occurs mostly along the north and west of the site, and particularly in the top 25 to 30 feet of the west trench except in the extreme southeast corner. Eastward, the sands lap on and overlie the debris flow deposits (Section 3.2.4).

3.2.3 PLEISTOCENE LOWER MUD FLOW (Qm) DEPOSITS

The Argyle Channel sands are immediately underlain by discontinuous, but clearly identifiable mud flows (Qm). As exposed in the west trench “box cut,” a remnant buried paleosol was measured and described (Appendix B; Table 2). The paleosol is typified by few, thin, reddish brown clay films that line ped faces and bridge mineral grains, characteristics indicative of weathering for at least ~12-15 ka. The soil, itself, may be much older, for the upper part with diagnostic horizons is eroded, incised by basal gravel and coarse-sand of the overlying Argyle Channel deposits. Accordingly, as documented in east-trench exposures, typical mudflow deposits bear more strongly developed paleosols, typically ~30 ka or more in age.

The mud flows are typically stiff with abundant sands, silts and few gravels. From general grain-size and stratigraphic position, the mud flows initially filled a deeply incised canyon before deposition of the overlying Argyle Channel deposits (Upper Sand).

The pre-Argyle mud flow clay (Qm) occurs along the length of the trench bottom. The clay was also identified along the northern portion of CPT/soil core transect from CPT-17 and north within

the CPT-18 through 20 and B-5. To the south, the mud flow laps onto debris flow deposits as observed in soil core boring B-2. In the east trench, mud flows (Qm) interfinger with ~30 ka paleosol that locally caps the debris flow deposits (Plate 2). The mud flows are mainly derived from reworking. The unconformity between the Upper Sand "Argyle Channel" (Qs) and underlying mud flows was clearly observed in the trench, and in most cores and CPT's where it is a distinct marker separating Holocene and Pleistocene sediments (Appendix D, Photos 4 and 7).

3.2.4 PLEISTOCENE DEBRIS FLOW (Qdf) DEPOSITS

The debris flow deposits (Qdf) underlie the mud flows (Qm). The ~30 ka capping paleosols, particularly, are exposed in the east trench. The debris flows are exposed on terrace remnants and near the surface in the east trench. The debris flows are moderately to well bedded, poorly sorted clays, sands and gravels. Several paleosols (Appendix B, Table 3) occur within the debris flows. Gleyed, clay-filled root casts and fractures are common as observed in the east trench. At depth, the fractures are carbonate-filled. Such carbonate-filled fractures are apparently very localized, for they were not observed in cores placed parallel to the trenches.

Debris flows were not exposed in the west trench where they are completely covered by the Argyle Channel sands and the immediately underlying mud flows. The debris flows, however, are identified in CPT/soil core lines, specifically in B1 on the north to B-6 on the south (Plate 1).

In the east trench, the debris flow beds increasingly dip to the south, forming the south limb of an anticline (GDC report in progress, Project # 1183A). The beds are mainly alternating sand, gravel with few cobbles, silt and claystone layers with locally with moderately developed soil horizons (Appendix B; Appendix D, Photos 10 and 11).

3.2.5 MIOCENE? BEDROCK (Tm)

The bedrock at this site pertains to the Miocene Modelo Formation as mapped by Hoots and Kew (1931). The Modelo Formation within the Santa Monica Mountains is generally soft, light-gray to brown, well bedded shale with isolated hard platy siliceous shale and massive to thin beds of sandstone, siltstone and massive conglomeratic sandstones. Volcanic ash also occurs. At the Yucca site, the Modelo Formation was observed in soil cores with thin sequences of gray to greenish gray sandstone, siltstone and claystone.

Typically, the Modelo was observed about 40 feet below ground surface (bgs) between CPT-13a north to CPT-17 and at B-4; and deeper from B-5 to B-6 (Plate 2). The Modelo Formation is unconformably overlain by debris flows (Qdf) and by mud flow (Qm) deposits. At its upper contact, the Modelo is a highly weathered clayey to saturated silty clayey shale, dipping about 40 degrees. The direction of dip, however, was not determined since the cores that encountered the Modelo Formation were not orientated. The Upper Modelo sediments are plastic to stiff and lack sedimentary or pedogenic structure. At depth, the Modelo Formation is less saturated and weathered, grading to dark gray to black, thinly bedded fine sands and clay, and moist hard clayey shale. Carbonate-filled macro-fractures were not evident. North of the property, as identified in the CPT's and cores, the Modelo Formation is unconformably overlain by the mud flow deposits (Plate 7).

3.3 STRUCTURE

The Holocene Upper Sand was inherently disturbed during the coring process. However, the underlying contact with the Pleistocene mud flow and debris flows (Qdf) proved to be an abrupt, continuous and unbroken erosional unconformity. In contrast, the underlying debris flows generally dip to the south.

The west trench exposed the Upper sand (Qs) with paleo-channels, gravel beds and fine beds of silts, sands and gravels with an occasional cobble bed along bedding and erosional channel unconformities. Many beds were continually horizontal throughout the 30 feet of exposed upper sand across the site. The underlying mud flow sediments are neither deformed nor faulted (Appendix D, Photos 3 through 5).

As shown on Appendix D, Photo 11, the northern 150 feet of the east trench, 100 feet on the Yucca site and 50 feet on the adjacent property, exposed Pleistocene debris flows below the Holocene Upper sand and and/or artificial fill. The mud flow was absent. The debris flows increasingly dip to the south, exposed as the south limb of a southward-verging anticline.

3.3.1 YUCCA STREET ANTICLINE

GDC informally deems the on-site dipping structure as the south limb of "the Yucca Street Anticline." The anticlinal axis was typified by secondary normal faults with minor slip (two feet or less), (in progress GDC project # 1183A). GDC recognizes that such displacements are common responses to horizontal extension during anticlinal flexure. This local displacement, however, does not extend east, across Argyle Avenue, based on trench exposures in this area.

3.3.2 LOCAL FAULTING

GDC identified a bedding-plane fault on the west wall of the east trench (Appendix D, Photo 12). The fault is reflected by a thin sheared black clay that strikes N34°W and dips 49°S. The clay is replete with modern roots along the sheared bedding plane.

Both the Yucca site trenches show that folding and related slip took place before deposition of the mud flows (Qm) that are capped by a remnant buried paleosol indicative of about 30 ka of weathering (Appendix B). The mud flows are horizontal and unfaulted. They, in turn, are overlain by the ~12 ka old Argyle Channel sand (Qs) sediments. This last displacement of the Yucca, east trench sediments took place at least ~40 ka years ago, and probably well before that time.

4.0 EVALUATION OF FAULT ACTIVITY

4.1 GENERAL

As illustrated in Figure 1, the CGS (2014) placed an inferred trend of the Hollywood Fault, “Argyle” Strand, northwest to the southwest across the Yucca site. Accordingly, the City of Los Angeles Department of Building and Safety requires site investigations under provisions of the AP Earthquake Zoning Act.

4.2 TOPOGRAPHIC AND GEOMORPHOLOGIC ANALYSIS

We analyzed the topography of the Yucca and surrounding area as depicted on the USGS Burbank 7.5' Quadrangle, 1926 edition (reprinted in 1941). Although substantial urban development had already taken place, the map shows a break in topography and apparent, fault-truncated ridges along the trend of the Hollywood Fault (Figure 6). The CGS (2014) also inferred that the apparent truncated ridges are evidence of active faulting. However, we now show that the “truncated” ridges do not reflect faulting, but rather result from local channel cutting and erosion.

For example, as shown on Plate 6, three discrete “canyons” were cut and then filled with sediments in the area of Argyle Avenue, Vine Street and Beachwood Drive. Alluvial fans and related distributaries emanating from these canyons gave rise to the informally named “Argyle,” “Cahuenga,” and “Beachwood” fans, respectively (Plate 6).

The Yucca (Site 2) and adjacent Site 3 (Fig. 1) trenches and related subsurface data now allow us to reconstruct the local geomorphic history of the area. This is illustrated on Plate 2, Cross-section A-A' near soil core B-5. Here, we find that the area was once covered by ~300 ka alluvial deposits. An ancestral Argyle Channel then incised the “old alluvium” (Qoal) forming the eastern side of now-buried “bluffs” that trend southwest onto the eastern part of the Yucca site. The “paleo-channel” was then mainly filled with upslope and locally derived sideslope debris flows (Qdf), which, in turn, were locally remobilized as mud flows (Qm). Ostensibly by ~12 ka ago, the Argyle Channel was re-incised and filled with the Argyle Channel sand (Qs) giving rise to the broad alluvial fan that mantles the area today.

4.3 AERIAL PHOTO ANALYSIS

In addition to geomorphic and tectonic interpretations of topographic maps, GDC also analyzed aerial photographs to identify possible expressions of the Hollywood or other faults within or trending toward the site as compared with the topography (Figure 6). GDC specifically analyzed imagery from the UCLA Benjamin and Gladys Thomas Air Photo archives, and the Continental Aerial Photo collections of the Central Hollywood area. Unfortunately, the aerial photographs were flown after substantial urban development, which thus effectively removed geomorphic expression of possible faults. GDC note, however, that even the aerial photos, as do the “old” topographic maps, show a break-in-slope between the Hollywood Hills on the north and the sub-basin alluvium on the south (Figures 7 and 8).

5.0 GEOLOGIC OBSERVATIONS AND DISCUSSIONS

5.1 CPT/SOIL CORE

Geologic observations of the CPT sounding and soil cores document the subsurface geology across the property from north to south (Appendix A). The upper 5 feet was not sampled due to the excavation of soil with a soil hand auger to satisfy USA requirements.

Below the surface, from approximately 3 to 5 feet, the hand-auger encountered sediments that were silty sands and silts with scattered sand, gravels and fill consisting of debris from the demolition of the previous building. This sub-unit was massive with some fine gravel beds, mildly to moderately dense.

The Upper sand deposits (Qs) predominate in the upper 25 feet in the northern area but thin to ~20 ft in the south (Plate 2, Cross-Section B-B'; station 0+0 to 1+15). This sand, part of the Argyle Channel, unconformably overlies mud flows (Qm) and debris flows (Qdf). The Argyle sands are typically well graded. Paleo-channels were evident in the trench exposures, but not detectable in the cores.

Both the CPT's and soil core cross-sections and the fault trench transverse the debris flows (Qdf) south of the property. Based on the CPT data, we deduced the presence of a 10-ft high paleo-slope (bluff) between B-5 and CPT-13a. The paleo-slope is interpreted to be erosional in origin, with the downslope (south) side filled with debris flows (Qdf). The CPT data also identify the >35 ka mud flows (Qm) that extend over the paleo-slope. Additionally, the mud flows (between CPT-11 and 13) mark the thalweg of the Argyle Channel now traceable southwest across the site, eventually observed in the west trench exposures (Appendix D; Photo 5).

Soil cores and CPT data from Site 4, northwest of the Yucca area (Plate 1) provided extrapolation of stratigraphy to at least 50 ft north of the site. Additional CPT lines (CPT 18 through 21) likewise permitted extrapolation to more than ~50 ft south of the Yucca property boundary into Site 1. The CPT and core data thus verify that the pre-Holocene mud flow (Qm) deposits and the entire sequence of the overlying Argyle Channel deposits extend unbroken more than ~50-ft north and south of the site.

5.2 LOGGING TRENCHES

5.2.1 WEST TRENCH

The Yucca site west trench was logged for its entire depth, ranging from about 27-30 ft to where it bottomed a few feet into the underlying mudflow deposits (Qm). The trench invert exposed the mud flow (Qm) sediments from sta. 0+5 to 0+ 95. The bottom of the trench encountered the Argyle Channel thalweg between sta. 0+50 and 0+65. The thalweg invert was approximately 1 to 2 feet into the mud flow contact with the upper sand deposits. Sands and gravels of the upper sand were deposited unconformably on top of the mud flow. As documented in Appendix B, onset of Argyle Channel incision was most likely climatically controlled, conservatively estimated to be as young as ~12 ka ago or about the Holocene/Pleistocene boundary.

The Argyle Channel sediments (Qs) were dated both numerically by radiocarbon assay and by relative techniques (soil stratigraphy; Appendix B). Additionally, to access and date the

underlying mud flows (Qm), a 5-ft deep and 25-ft long “box trench” was emplaced at the base of west trench at station 0+0 to 0+30 (Photo 7 and 8). A remnant buried soil here was “moderately developed” reflecting at least another ~12-15 ka of weathering (Appendix B). Later, the east trench exposure better preserved mud flows that ultimately yielded soil-stratigraphic age estimates of ~35 ka (Appendix B).

The mud flow (Qm) deposits in the west trench are unbroken, based both on trench exposures and on identification in CPT and continuous-core data. The pre-Holocene mud flows are similarly traced to more than 50-ft both north and south of the site where similar CPT and core data show their unbroken continuity.

5.2.2 EAST TRENCH

This trench exposed debris flows (Qdf), mud flows (Qm) and mid-Holocene distributary deposits of the Argyle Channel (Qs). Artificial fill was encountered from around Sta. 0+0 to 0+100. The artificial fill consisted of old burnt trash pits mixed with soil which continued from the surface. Abundant roots and fractures/joints were common in the older debris flow though truncated by the upper sands at the Holocene/Pleistocene contact. The debris flows are horizontal between stations 0+00 and 0+18, but then dip slightly south as recorded on the trench logs (Plates 5 and 6).

The west wall of the east trench (Plate 6; stations 0+92 through 1+22), exposed an unusual area of old root concentrations, fractures, gleyed bedding planes but no detectable offset. Detailed logging (Plates 5 and 6) showed the presence of a south-dipping anticlinal limb, a part of the informally named “Yucca Street Anticline.” A possible slip surface was encountered within the tilted debris flow (Qdf) deposits. The origin of the slip, whether stemming from bedding-plane flexure or tectonic faulting, is unknown. However, for conservatism, we assume that it is a fault. The detailed logs (Plates 5 and 6) show that the tilted debris flow beds, and slip surface, are overlain by a horizontal, unbroken mud flow (Qm) that bears a moderately developed buried paleosol. As documented in Appendix B (Table 4), this soil represents at least ~30 ka of weathering. Accordingly, coupled with the ~12 ka age for the overlying Argyle Channel (Qs) deposits, last displacement of the east-trench fault took place more than at least 40 ka ago.

6.0 SUMMARY AND CONCLUSIONS

From our site-specific and regional investigations, we conclude:

1. Aerial photographs and “old” topographic maps show that “truncated” ridges, heretofore interpreted as faults, in reality owe their origin to erosion by former drainage that deeply incised canyons, which were later partially backfilled and re-incised and filled with alluvium, ostensibly owing to regional climatic change during the Pleistocene.
2. The west trench exposed the thalweg and an overlying 30-ft thick sequence of interbedded, grossly fining-upward fluvial sediments within the Argyle Channel. Soil-stratigraphic measurements and descriptions show that the Argyle Channel sediments are capped by a remnant, very slightly developed surface soil, and by four, underlying buried paleosols, ranging in relative development from very slight to slight. Based on “calibration” with numerically dated soils elsewhere in Mediterranean climates, the cumulative time of weathering for formation of the channel sediments is an estimated ~8ka-10ka.
3. The Argyle Channel incises underlying, relatively impermeable clay that bears a truncated, slightly to moderately developed buried paleosol. This soil, with its distinct translocated clay films, represents another ~12 ka to 15 ka of weathering. Additionally, the abrupt unconformity between the base of the channel and the underlying clay, suggest onset of Argyle Channel deposition during an epoch of regional pluviality, conservatively estimated as ~12 ka-16 ka ago (marine isotope stage 2). From a pedogenic standpoint, the cumulative age of the trench-exposed Argyle Channel and the underlying clay exceeds ~20 ka.
4. The lower of the two conventional radiocarbon dates from the west trench, Argyle Channel deposits is highly suspect, owing to likely re-deposition of “organic sediment” (~41,000 bp) resulting in older contamination. Accordingly, more realistic estimates are derived from the cumulative age of the five, trench-exposed buried soils and from likely fluvial deposition onset during isotope stage 2.
5. A representative soil-stratigraphic section shows that the mud flows bear truncated paleosols with moderate relative profiles development, similar, if not exceeding the soil described in the west trench “box cut.” The better preserved east-trench buried soils reflect ~30 ka of weathering.
6. Another east-trench soil profile was specifically described from an unbroken, weathered horizontal mud flow that overlies an apparent slip surface within the south-dipping limb of a subsurface anticline. The buried soil is similarly moderately developed, again reflecting, in this case, at least ~30ka of weathering. The soil and its underlying mud flow parent material are not displaced; therefore, the last slip of the presumed fault at this location occurred well before ~30 ka ago.
7. The Yucca trench exposures also explain the origin for an apparent 20-ft vertical “offset” of piezometric surfaces recorded in adjacent, on-site geotechnical borings. This separation was a main line of evidence for postulating possible presence of an “Argyle Strand” fault. However, rather than from faulting, the “offset” water stems from perching on separate clayey mud- and debris-flow deposits.

8. The trenches also show that the Argyle Channel sediments typically incise deposits a few to locally several feet. Thus, without the benefit of trench exposures, charcoal obtained from continuous cores on the adjacent (Site 1) property, the consultants-of-record acknowledged that the radiocarbon dates were inverted, thus lowering their confidence of sediment age estimates (Appendix B).
9. A slip surface exposed in the east trench is, for conservatism, assumed to be a fault. The slip surface, and its associated debris flows, are covered by horizontal, unbroken mud flows that are at least ~30 ka old.
10. The Yucca trenches also provide "calibration" to more confidently identify the lithology and grain size and to correlate sediments in adjacent continuous cores and CPT transects. The GDC trench logs and extrapolation to adjacent logs show that the Argyle Channel overlapping sediments and the underlying clay marker-bed are continuous and unbroken by any fault. Accordingly, if an "Argyle Strand" of the Hollywood Fault truly exists, last surface displacement occurred prior to at least ~30 ka ago.
11. With the east trench, no faulting was logged except along the west wall at around Sta. 0+85 where a bedding plane fault was mapped in Pleistocene "debris flow" sediments. This fault was truncated by a weathered soil horizon. The soil age was estimated using soil stratigraphic methods as being 30k to 40k ybp. Since the fault did not penetrate the weathered soil horizon, the last fault rupture is considered to be older than 30k ybp or not active.
12. The Earthquake Fault mapped on the preliminary Earthquake Zones of required Investigation map of the Hollywood Quadrangle mapped as the "Argyle Strand" trending through the site, was not observed in any of our CPT, soil core or trench explorations or interpretations.
13. Vertical faults displace ~ 300 ka old "older alluvium" as exposed in a nearby Site 4 trench. The faults, when reasonably projected to the Yucca trenches, demonstrably do not displace >~30-40 ka sediments.
14. Based on emplacement and logging of two, up to 30-ft deep on-site trenches, and on geologic interpretation of related CPT and core data, we conclude that the inferred "Argyle Strand" of the Hollywood Fault, as portrayed on the recent (CGS, 2014) map compilation, does not impact proposed development of the Yucca site. We also find that unbroken pre-Holocene sediments are readily identifiable more than ~50-ft north and south of the property boundaries.
15. The GDC Yucca and nearby investigations now provide ample site-specific and regional data to warrant removal of the inferred "Argyle Strand" from the preliminary, CGS "AP Hollywood Fault Map."

7.0 LIMITATIONS

The overall assessment of the geologic and fault hazard conditions, in this report, reflects GDC's professional opinions and is intended for use by Second Street Ventures, LLC, and its design consultants. This report is been prepared solely for assessing seismic impact of the proposed development and may not contain sufficient information for environmental (hazardous waste) and geotechnical (foundation) purposes for this study. The recommendations shall not be extrapolated to areas not covered by this report, or used for other facilities, without the review and approval of GDC and Second Street Ventures LLC. This report or any portion of this report may be provided to state, county or city agents for informational purposes only.

Our investigation and evaluations were performed in accordance with generally accepted local standards using that degree of care and skill ordinarily exercised under similar circumstances by reputable engineering geology and geotechnical consultants practicing in this or similar localities. No other warranty, expressed or implied, is made as to the professional advice included in this report.

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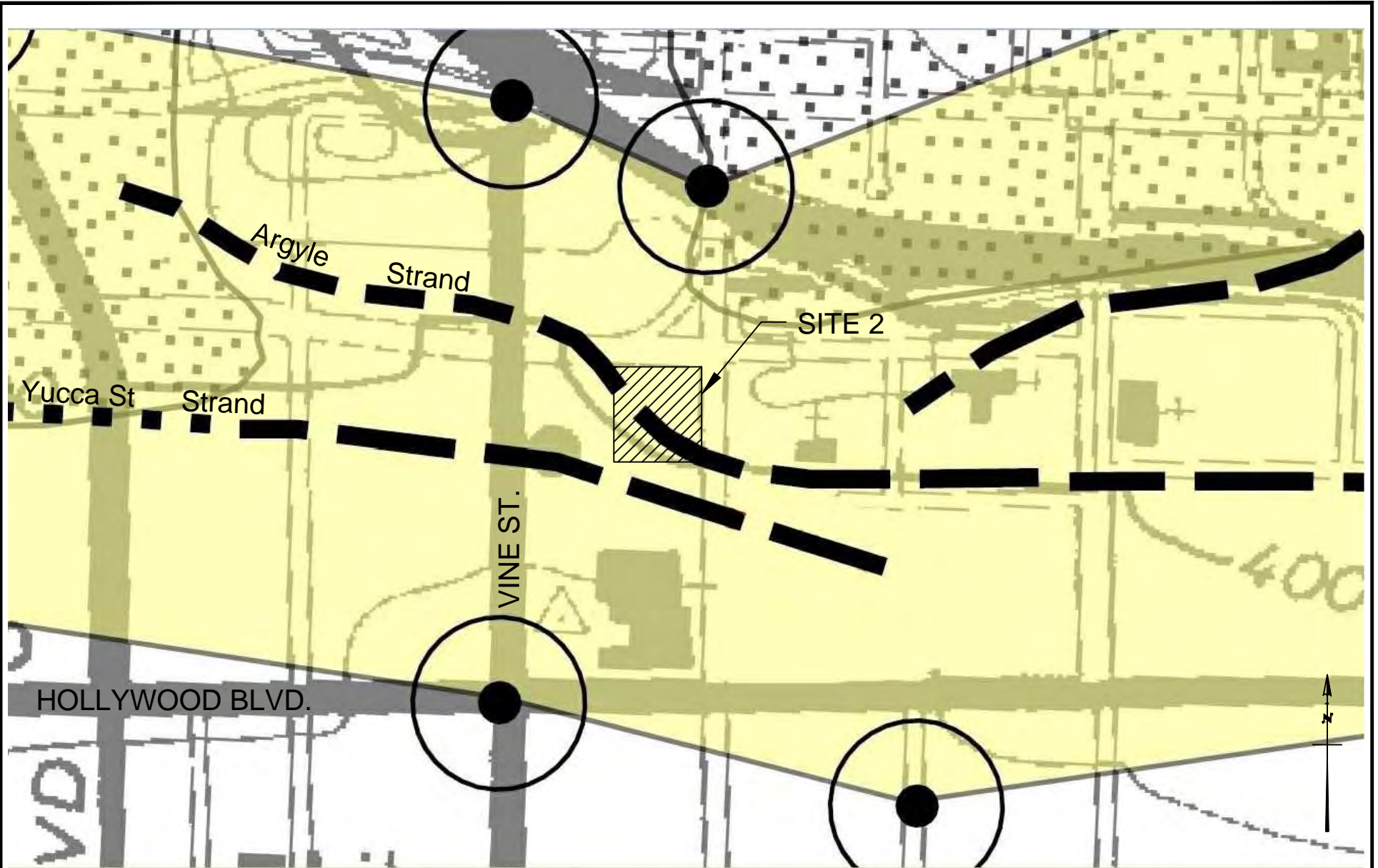
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FIGURES



Reference: California Survey FER 253, Jan 8, 2014
LA Weekly 1-8-14

DATE: 5/2/2014	DRAWN BY: KM
REVISION: --	APPROVED BY: SK
REVISION: --	

GROUP DELTA

GROUP DELTA CONSULTANTS, INC
 370 Amapola Ave.
 Suite 212
 Torrance, CA. 90501

SITE MAP WITH PROPOSED AP ZONE
 6230 YUCCA ST, HOLLYWOOD, CA

PROJECT NUMBER: LA1161A
SCALE: NO SCALE
FIGURE NUMBER: 1

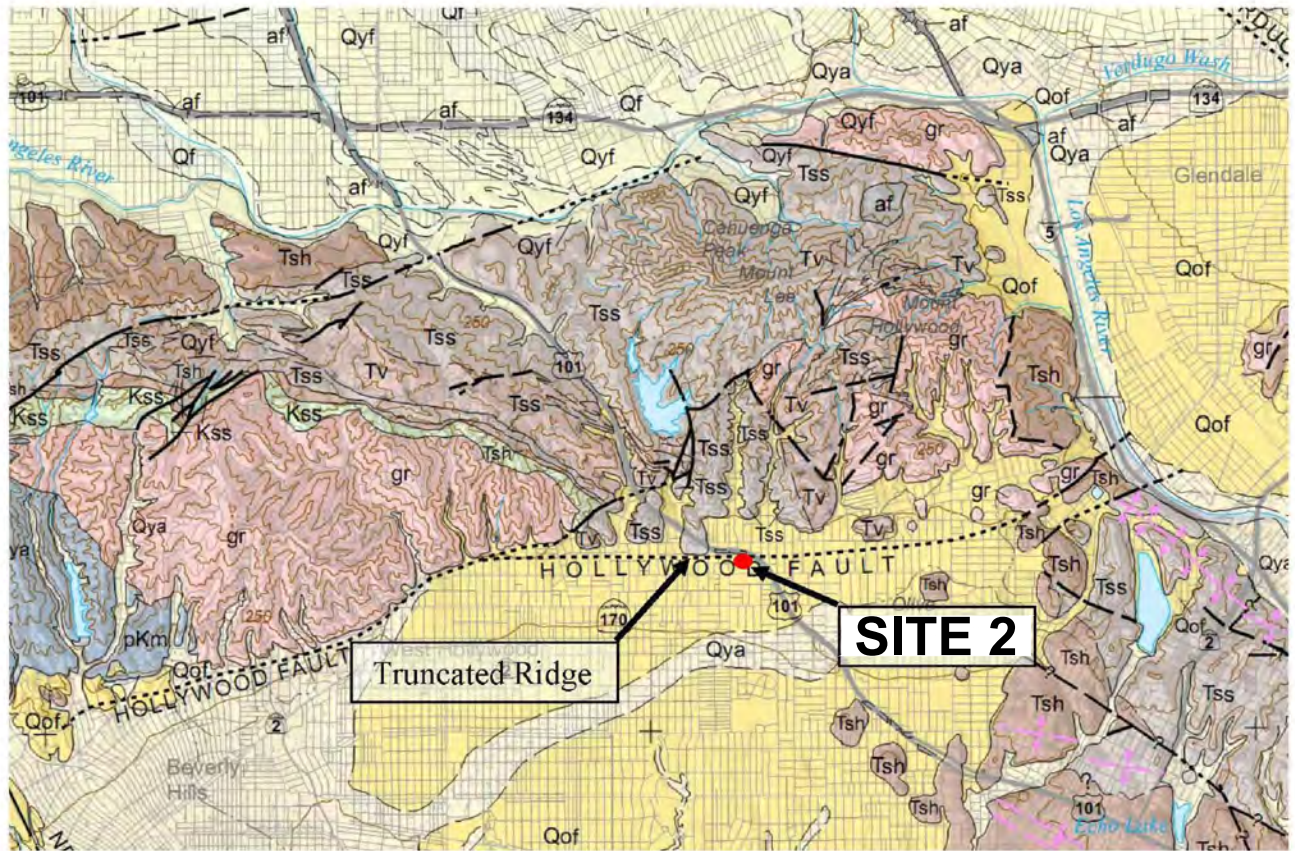




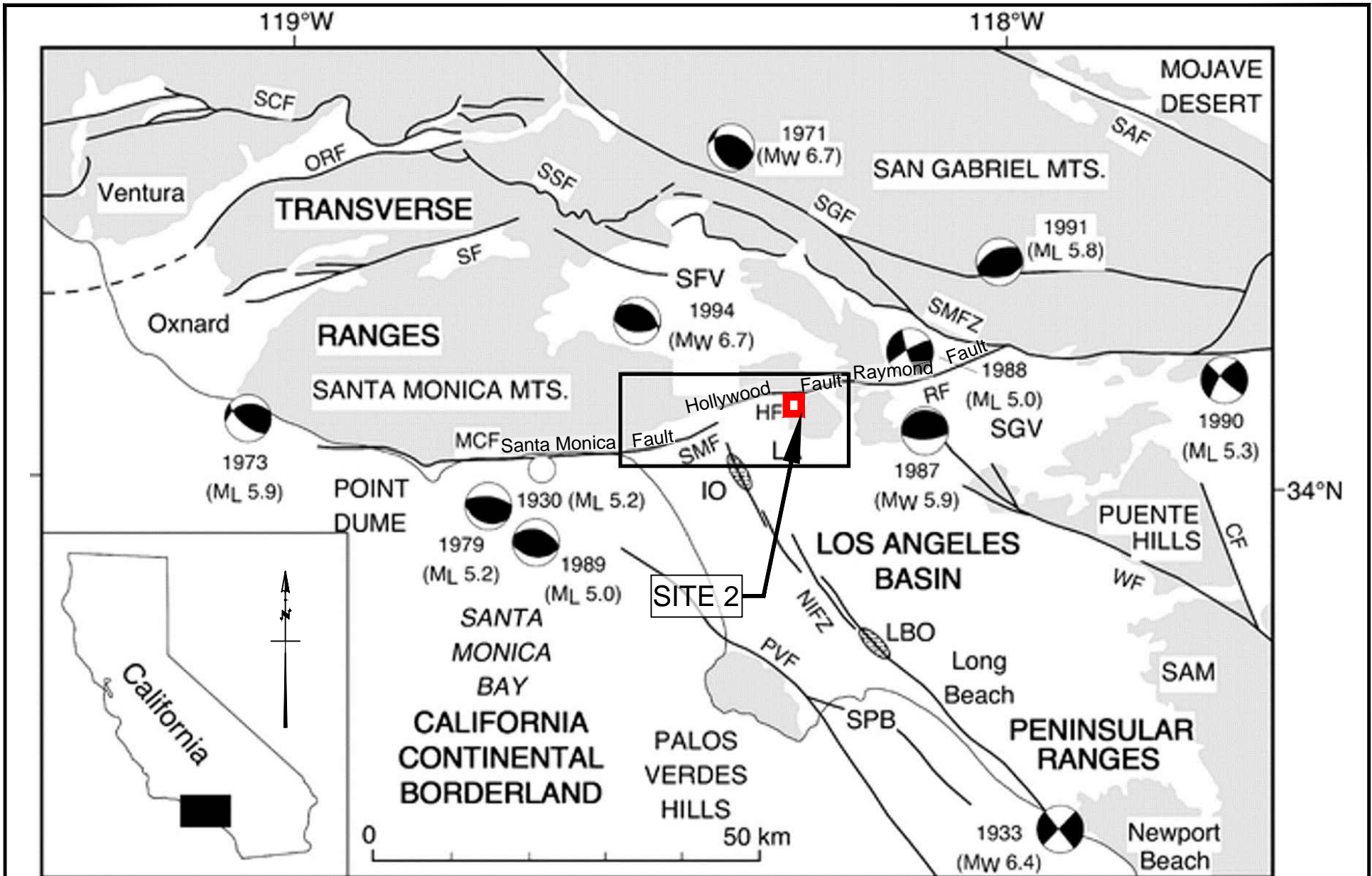
Figure 2: Regional geologic map of the area. Scale ~1:100,000. (California Geological Survey, Quaternary Geology Map of the Los Angeles 34x60 Quadrangle).

DATE: 4/21/2014	DRAWN BY: KM	 GROUP DELTA CONSULTANTS, INC 370 Amapola Ave. Suite 212 Torrance, CA. 90501	CGS QUATERNARY GEOLOGIC MAP	PROJECT NUMBER: LA1161A
REVISION: --	APPROVED BY: SK			SCALE: NO SCALE
REVISION: --			6230 YUCCA ST, HOLLYWOOD, CA	FIGURE NUMBER: 2



Geologic map of yucca site and vicinity (after Hoots and Kew, 1931) showing inferred trace of a Hollywood fault and separating modelo (T_m) and Topanga (T_p) formations and granite rocks and alluvium (Q_{al}).

DATE: 4/11/2014	DRAWN BY: KM		GROUP DELTA CONSULTANTS, INC 370 Amapola Ave. Suite 212 Torrance, CA. 90501	LOCAL GEOLOGY MAP	PROJECT NUMBER: LA1161A
REVISION: --	APPROVED BY: SK				SCALE: NO SCALE
REVISION: --				6230 YUCCA ST, HOLLYWOOD, CA	FIGURE NUMBER: 3



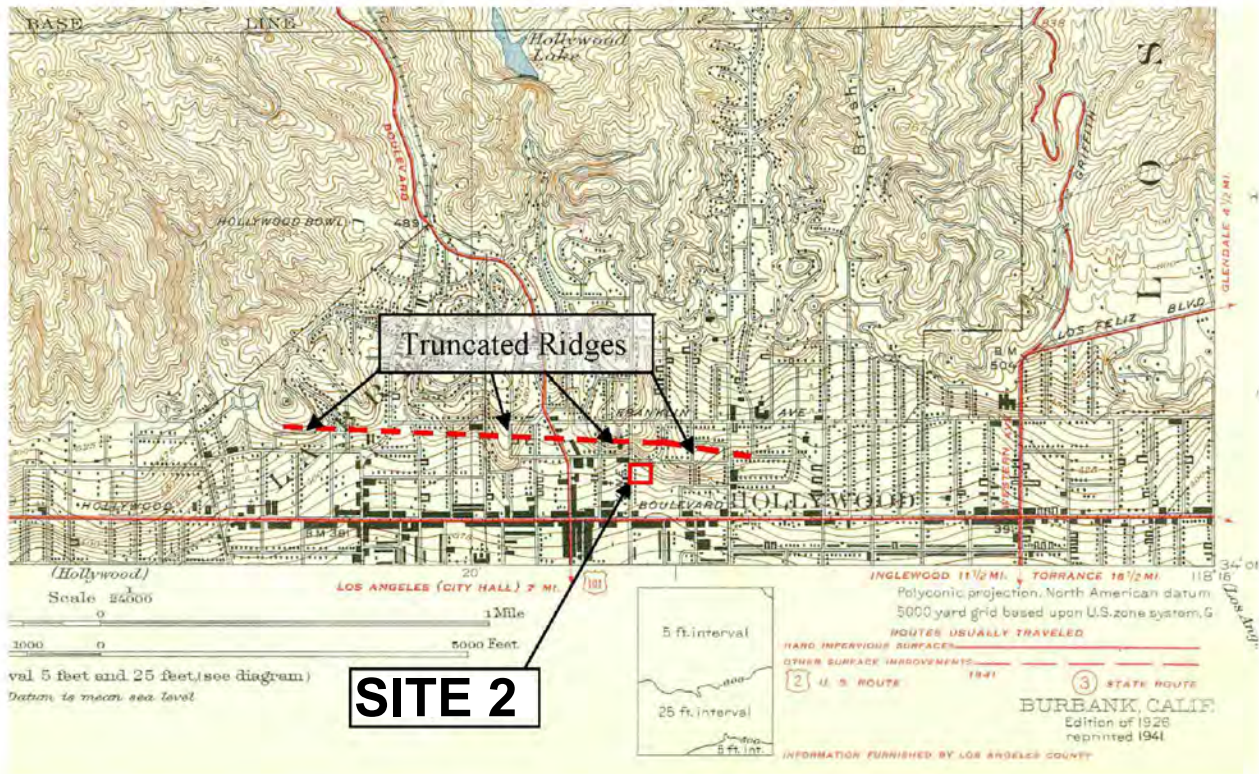
Regional fault map of Los Angeles area (after Tsutsumi, Yeaats, Hufnile, 2001)

DATE:	5/2/2014	DRAWN BY:	KM
REVISION:	--	APPROVED BY:	SK
REVISION:	--		


GROUP DELTA
 GROUP DELTA CONSULTANTS, INC
 370 Amapola Ave.
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 Torrance, CA. 90501

MAJOR FAULTS AND HISTORIC SEISMICITY OF THE GREATER LOS ANGELES AREA
 6230 YUCCA ST, HOLLYWOOD, CA

PROJECT NUMBER:	LA1161A
SCALE:	NO SCALE
FIGURE NUMBER:	4



Possible topographic expression of the Hollywood fault (red dashed line) reflecting ??? ridges.

DATE: 4/21/2014	DRAWN BY: KM	 GROUP DELTA CONSULTANTS, INC 370 Amapola Ave. Suite 212 Torrance, CA. 90501	BURBANK 6' QUADRANGLE, SHOWING GEOMORPHIC FEATURES, 1926, REPORT, 1941	PROJECT NUMBER: LA1161A
REVISION: --	APPROVED BY: SK			SCALE: NO SCALE
REVISION: --			6230 YUCCA ST, HOLLYWOOD, CA	FIGURE NUMBER: 5

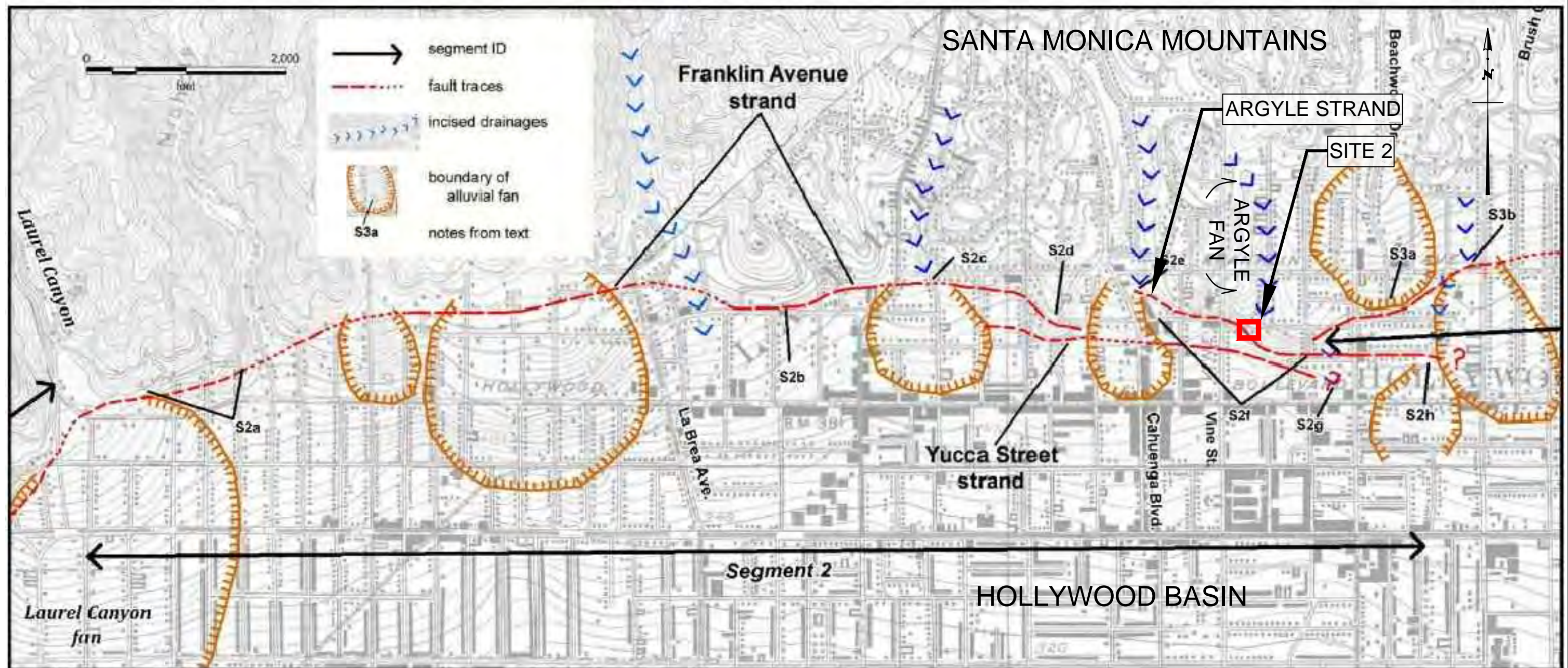



Figure 6: General distribution of Holocene fans and inferred traces of the Hollywood fault (after CGS, FER 253 (2014)); base map (Hollywood & Burbank 6' Quad, 1926)

DATE: 4/9/2014	DRAWN BY: KM	 GROUP DELTA CONSULTANTS, INC 370 Amapola Ave. Suite 212 Torrance, CA. 90501	HOLLYWOOD FAULT GEOMORPHIC FEATURES, FER 253	PROJECT NUMBER: LA1161A
REVISION: --	APPROVED BY: SK			SCALE: 1" = 1000'
REVISION: --			6230 YUCCA ST, HOLLYWOOD, CA	FIGURE NUMBER: 6

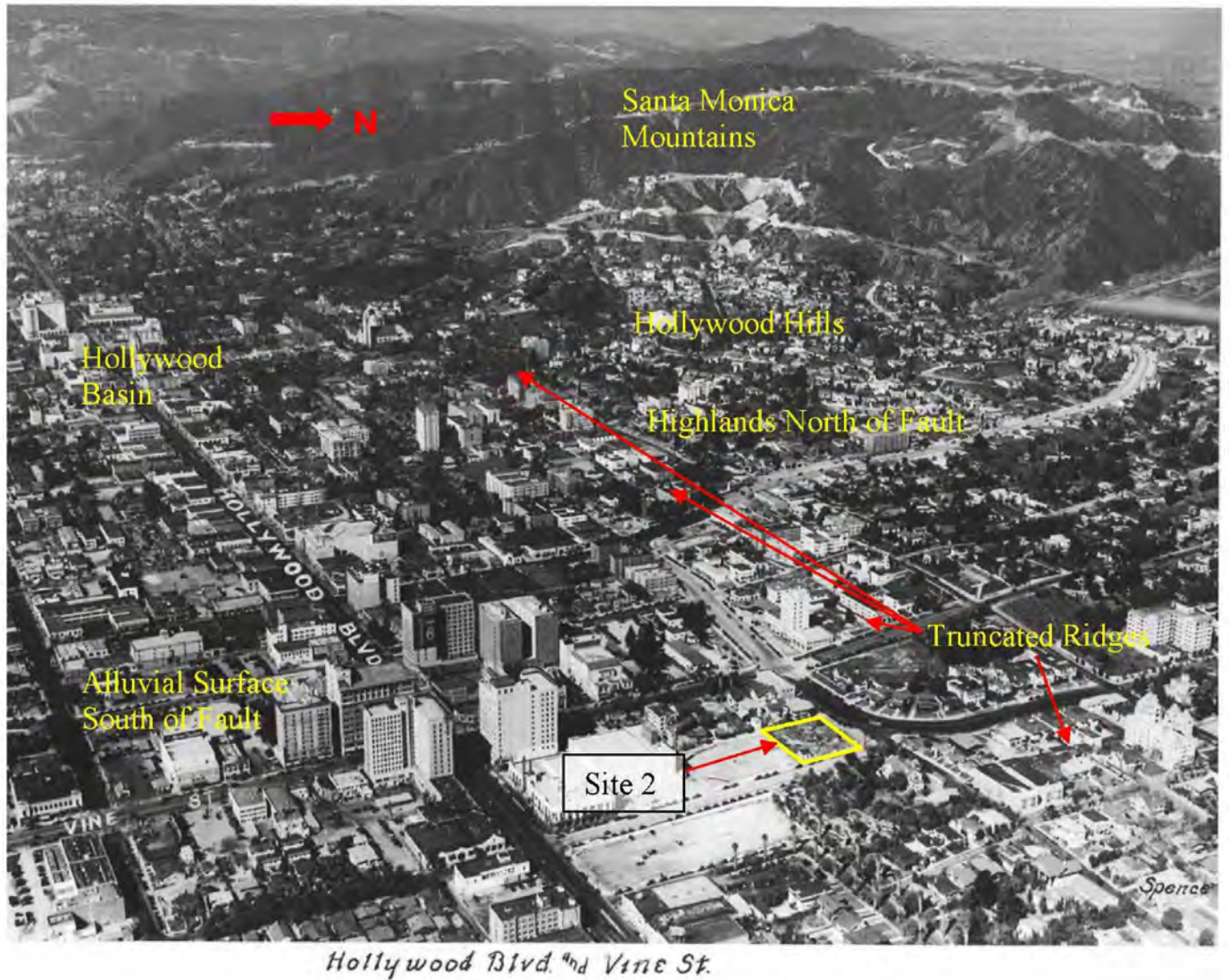


Figure 7: Approximate lineaments of the truncated ridges (red dashed line). (Spence Collections, 3-2-31, The Benjamin and Gladys Thomas Air Photo Archives, UCLA).



DATE: 4/21/2014	DRAWN BY: KM		GROUP DELTA CONSULTANTS, INC 370 Amapola Ave. Suite 212 Torrance, CA. 90501	SPENCE 1930 OBLIQUE AERIAL PHOTO SHOWING GEOMORPHIC FEATURES 6230 YUCCA ST, HOLLYWOOD, CA	PROJECT NUMBER: LA1161A
REVISION: --	APPROVED BY: SK				SCALE: NO SCALE
REVISION: --					FIGURE NUMBER: 7



Figure 8: Approximate linear expression of the truncated ridges (red dashed line) based on aerial photo analysis. See Figure 6 for other geomorphic details. Scale unknown. (Continental Aerial Photo, 10-27-54).



DATE: 4/21/2014	DRAWN BY: KM		GROUP DELTA CONSULTANTS, INC 370 Amapola Ave. Suite 212 Torrance, CA. 90501	CONTINENTAL 1954 AERIAL PHOTO SHOWING GEOMORPHIC FEATURES 6230 YUCCA ST, HOLLYWOOD, CA	PROJECT NUMBER: LA1161A
REVISION: --	APPROVED BY: SK				SCALE: NO SCALE
REVISION: --					FIGURE NUMBER: 8

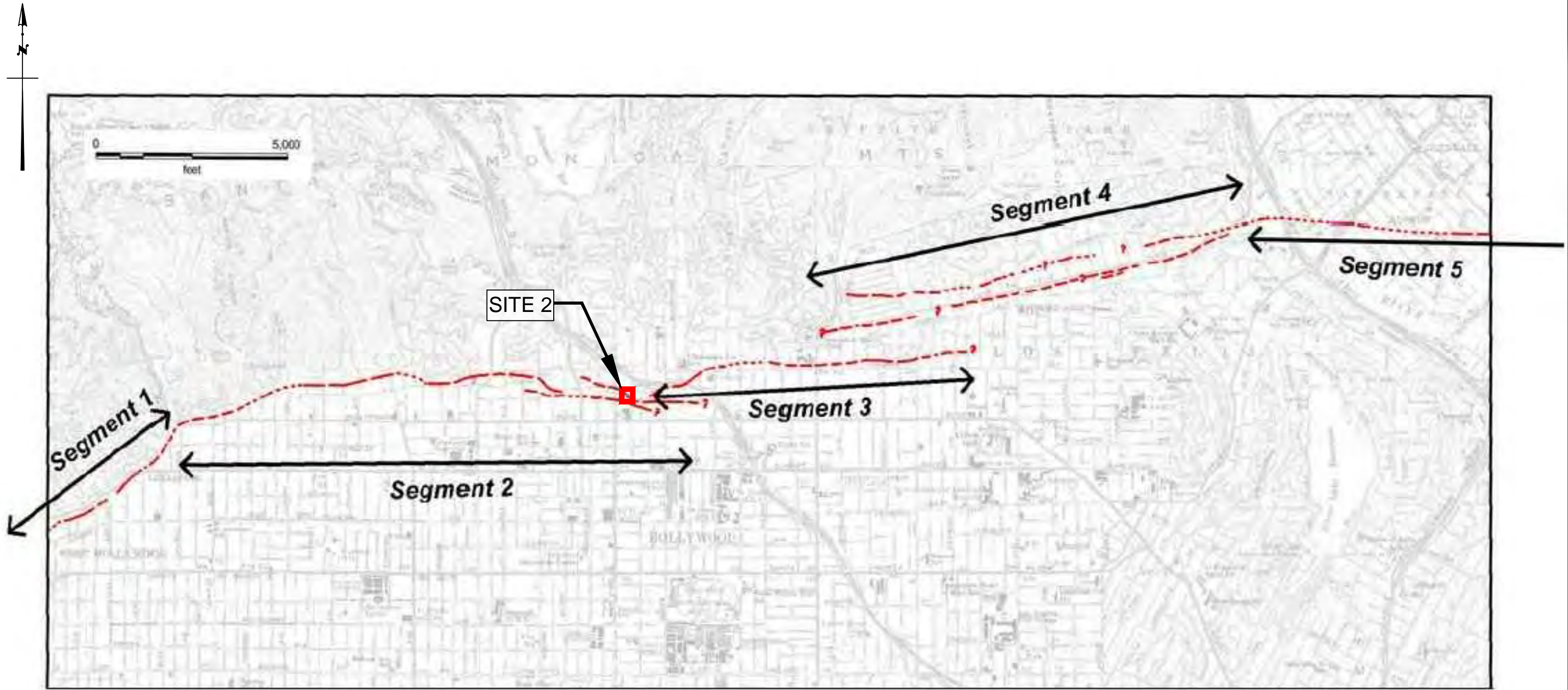



Figure 9: Relationship of Yucca Site to Hollywood Fault segment depicted in CGS FER 253 (2014).

DATE: 4/9/2014	DRAWN BY: KM	 GROUP DELTA CONSULTANTS, INC 370 Amapola Ave. Suite 212 Torrance, CA. 90501	HOLLYWOOD FAULT SEGMENT PLAN	PROJECT NUMBER: LA1161A
REVISION: --	APPROVED BY: SK			SCALE: AS SHOWN
REVISION: --			6230 YUCCA ST, HOLLYWOOD, CA	FIGURE NUMBER: 9

STRATIGRAPHIC SECTION


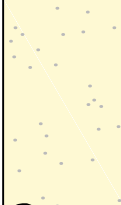

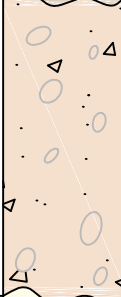
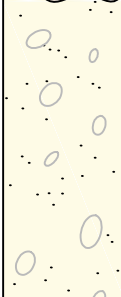
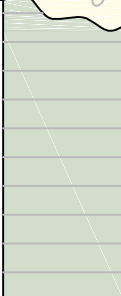
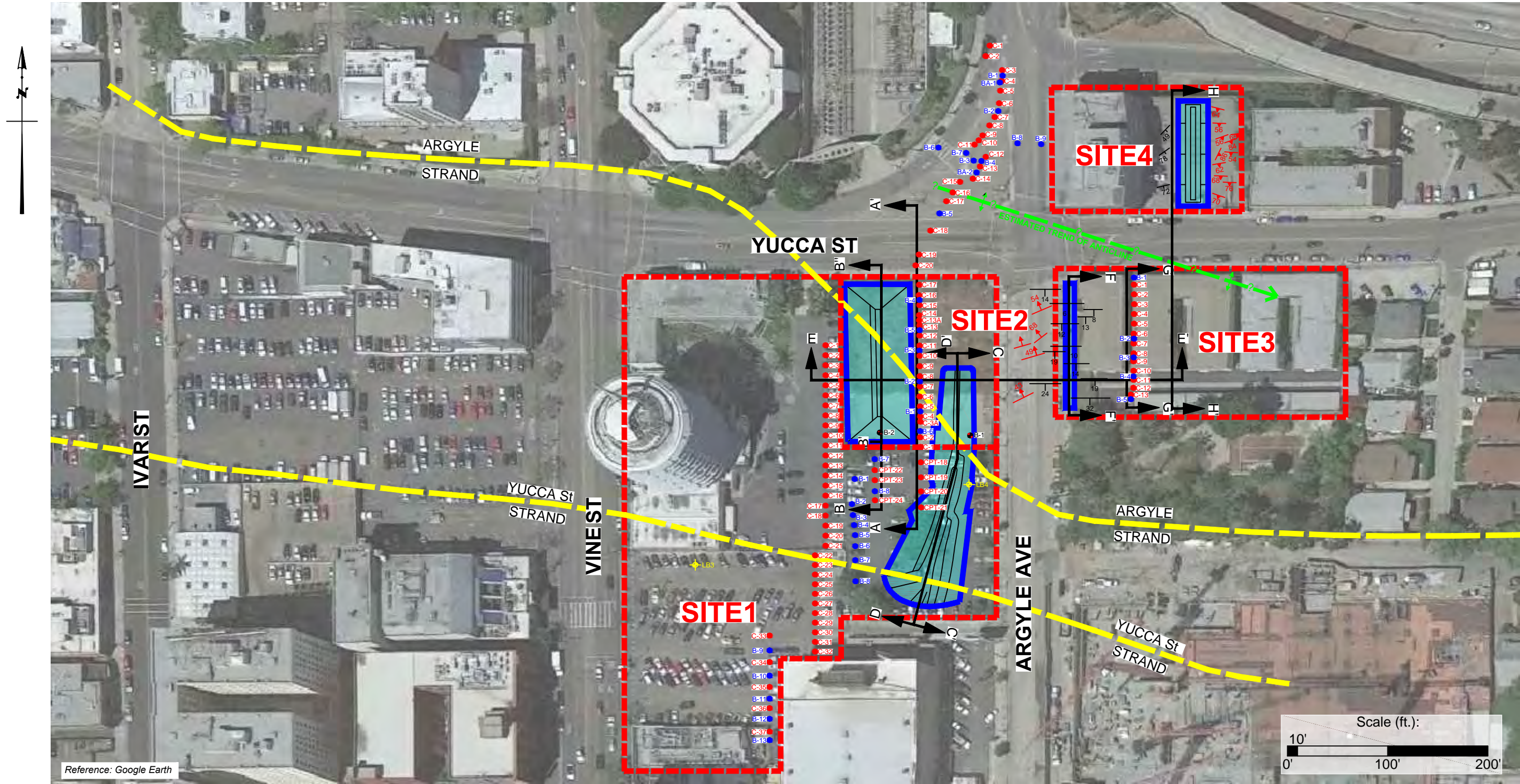
	Symbol	Thickness	Sediment Type	Name
Holocene	Q _{af}	0 - 10'		Artificial Fill
	Q _s	0 - 30'		Upper Sand "Argyle Channel Deposits"
Pleistocene	Q _m	0 - 13'		Mud Flow
	Q _{df}	0 - 25'		Older Debris Flow
	Q _{oal}	0 - 10'		Older Alluvium See Plate 7
Miocene	T _m	100+		Modelo Formation "Bedrock"

Figure 10

PLATES

Plate 1	Boring, CPT and Trench Locations
Plate 2	Cross Section A-A' (CPT/Soil Core)
Plate 3	Cross-Section B'-B'' (West Trench)
Plate 4	Cross Section B-B'-B'' (West Trench and Logs)
Plate 5	Cross-Section C-C' (East Trench – East Side)
Plate 6	Cross-Section D-D' (East Trench – West Side)
Plate 7	Cross-Section E-E' (East-West Schematic)

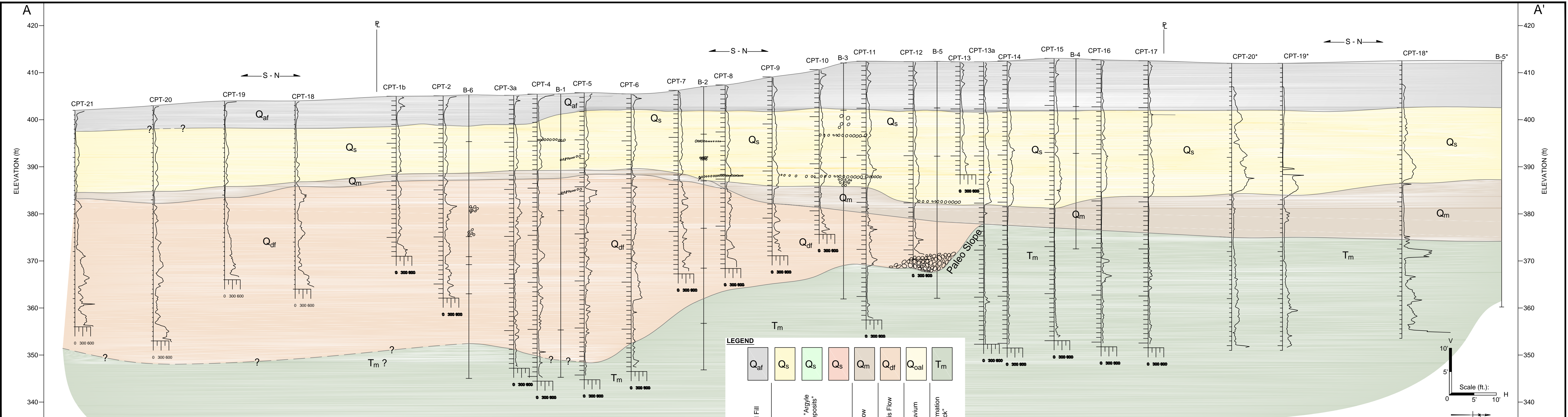


Reference: Google Earth

LEGEND

- B-3-6 Boring Location and Test Number, GDC 2014
- BA-2 Bucket Auger Location and Test Number, GDC 2014
- C-20 CPT (Cone Penetration Test) Location and Test Number, GDC 2014
- B-2 Boring Location and Test Number, GDC 2006
- Boring Location and Test Number, Langan
- Trench Location Outlines
- Strike and Dip of Faults
- Strike and Dip of Bedding

DATE:	8/5/2014	DRAWN BY:	KM	GROUP DELTA CONSULTANTS, INC 370 Amapola Ave. Suite 212 Torrance, CA. 90501	BORING, CPT AND TRENCH LOCATIONS	PROJECT NUMBER:	LA1161A
REVISION:	--	APPROVED BY:	MR		6230 YUCCA ST, HOLLYWOOD, CA	SCALE:	AS SHOWN
REVISION:	--					FIGURE NUMBER:	1



Legend
 * = Data interpreted from off site borings and CPT logs to project cross section to the North.

LEGEND

Q _{af}	Q _s	Q _s	Q _s	Q _m	Q _{df}	Q _{oal}	T _m
Artificial Fill	Upper Sand "Argyle Channel Deposits"			Mud Flow	Older Debris Flow	Older Alluvium	Miocene Formation "Bedrock"
HOLOCENE			PLEISTOCENE		MIOCENE		

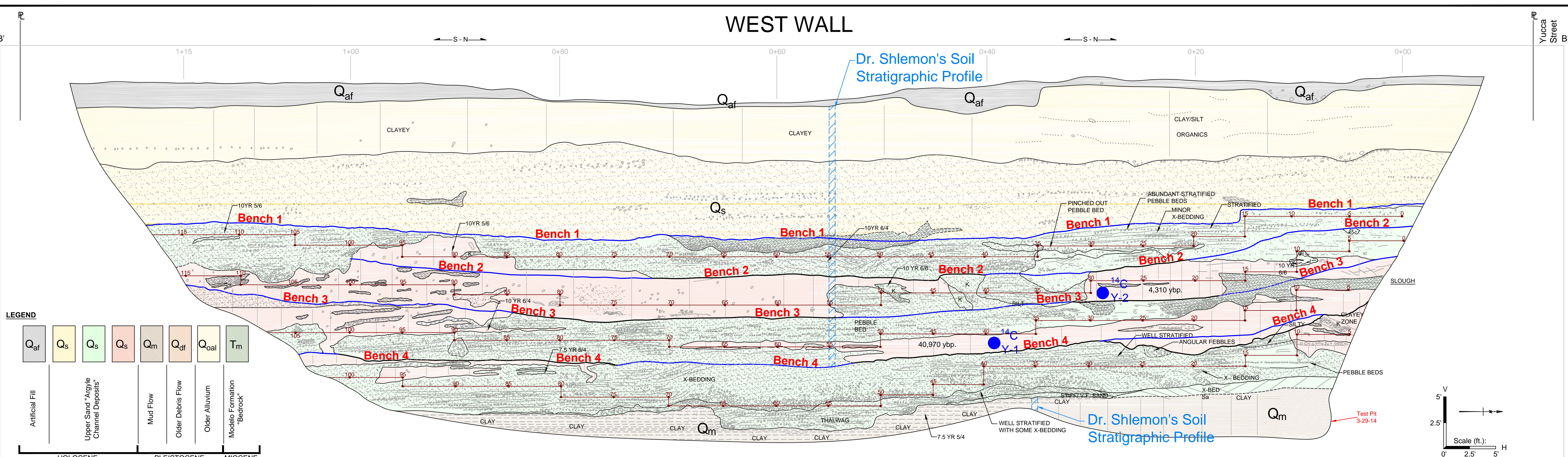
DATE:	10/23/2013	DRAWN BY:	K. MADAMBA
REVISION:	4/18/2014	APPROVED BY:	P. KASHIGHANDI
REVISION:	8/29/2014		

GROUP DELTA CONSULTANTS, INC
 370 Amapola Ave.
 Suite 212
 Torrance, CA. 90501

CROSS SECTION A-A' (CPT/SOIL CORE)
 6230 YUCCA ST, HOLLYWOOD, CA

PROJECT NUMBER:	LA-1161A
SCALE:	AS SHOWN
PLATE NUMBER:	2

WEST WALL



LEGEND

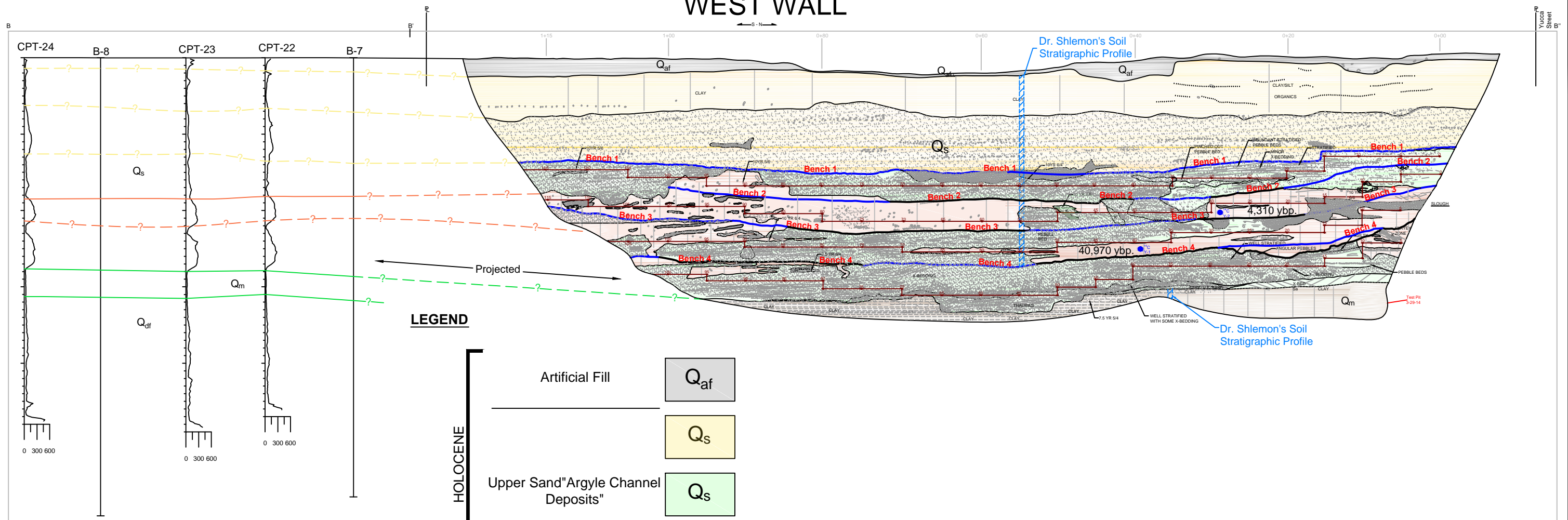
Q _{af}	Q _s	Q _s	Q _s	Q _m	Q _{df}	Q _{oal}	T _m
Artificial Fill	Upper Sand "Argyle Channel Deposits"			Mud Flow	Older Debris Flow	Older Alluvium	Modelo Formation "Bedrock"
HOLOCENE			PLEISTOCENE		MIOCENE		

● CHARCOAL SAMPLE

115 110 TRENCH REFERENCE STATIONING

DATE: 5/2/2014	DRAWN BY: KM		GROUP DELTA CONSULTANTS, INC 370 Amapola Ave. Suite 212 Torrance, CA. 90501	CROSS SECTION B'-B'' (West Trench) 6230 YUCCA ST, HOLLYWOOD, CA	PROJECT NUMBER: LA-1161A
REVISION: --	APPROVED BY: SK				SCALE: AS SHOWN
REVISION: --					PLATE NUMBER: 3

WEST WALL



LEGEND

HOLOCENE	Artificial Fill	Q _{af}
	Upper Sand "Argyle Channel Deposits"	Q _s
		Q _s
PLEISTOCENE		Q _s
	Mud Flow	Q _m
	Older Debris Flow	Q _{df}
	Older Alluvium	Q _{oal}
MIOCENE	Modelo Formation "Bedrock"	T _m

● C¹⁴ SAMPLE

115 ——— 110 TRENCH REFERENCE STATIONING

DATE:	5/2/2014	DRAWN BY:	KM
REVISION:	8/30/2014	APPROVED BY:	SK
REVISION:	--		

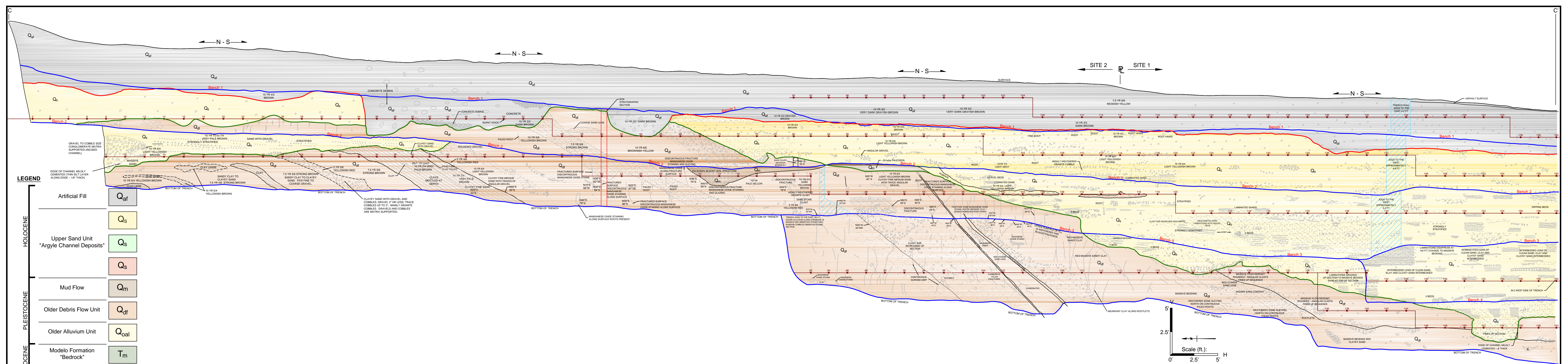
GROUP DELTA
CONSULTANTS, INC

370 Amapola Ave.
Suite 212
Torrance, CA. 90501

CROSS SECTION B-B'-B'' (West Trench and Logs)

6230 YUCCA ST, HOLLYWOOD, CA

PROJECT NUMBER:	LA-1161A
SCALE:	AS SHOWN
PLATE NUMBER:	4



LEGEND

Artificial Fill	Q _{af}
Upper Sand Unit "Argyle Channel Deposits"	Q _s
Mud Flow	Q _m
Older Debris Flow Unit	Q _{df}
Older Alluvium Unit	Q _{oal}
Modelo Formation "Bedrock"	T _m

K = Krotovina
 115 140 TRENCH REFERENCE STATIONING

DATE: 8/14/2014	DRAWN BY: KM		GROUP DELTA CONSULTANTS, INC 370 Amapola Ave. Suite 212 Torrance, CA. 90501	CROSS SECTION C-C' (EAST TRENCH - EAST WALL) 6230 YUCCA ST, HOLLYWOOD, CA		PROJECT NUMBER: LA-1161A
REVISION: 8/30/2014	APPROVED BY: SK					SCALE: AS SHOWN
REVISION: --						PLATE NUMBER: 5

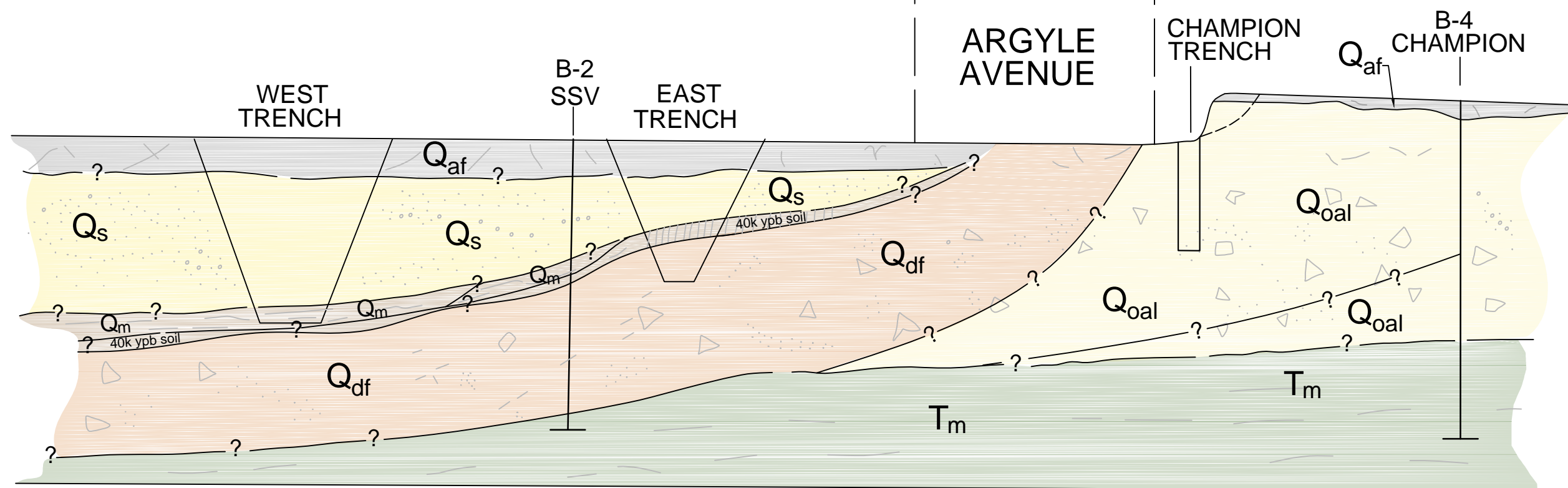
WEST

EAST

E

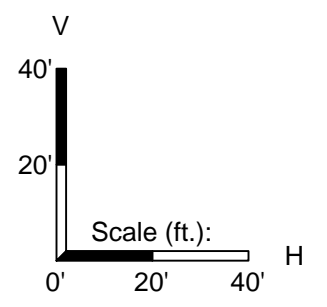
E'

W - E



LEGEND

HOLOCENE	Artificial Fill	Q _{af}
	Upper Sand Unit "Argyle Channel Deposits"	Q _s
		Q _s
PLEISTOCENE	Mud Flow	Q _m
	Older Debris Flow Unit	Q _{df}
	Older Alluvium Unit	Q _{oal}
MIOCENE	Modelo Formation "Bedrock"	T _m



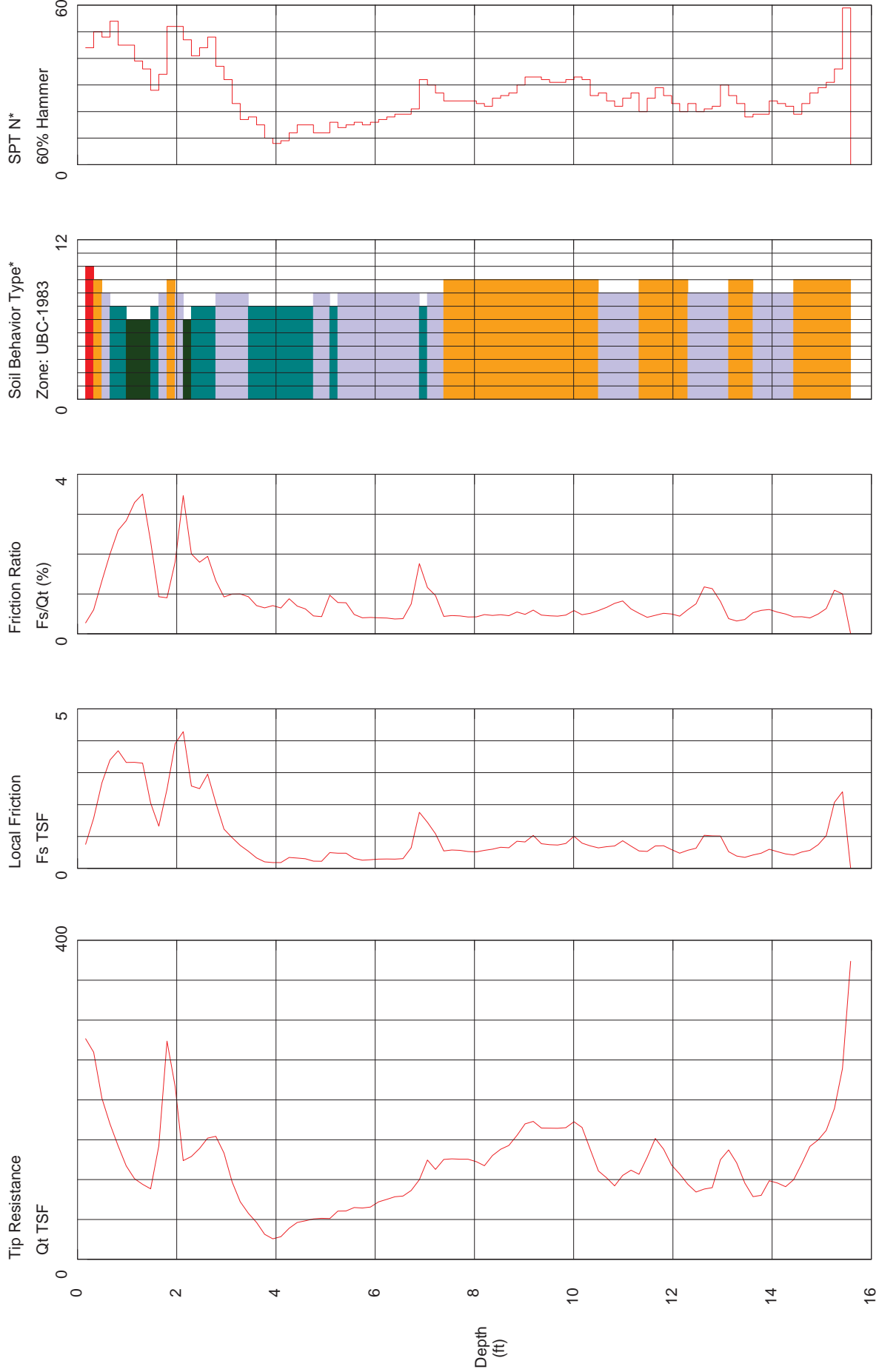
DATE: 8/5/2014	DRAWN BY: KM	<p>GROUP DELTA CONSULTANTS, INC 370 Amapola Ave. Suite 212 Torrance, CA. 90501</p>	<p>CROSS SECTION E-E' (EAST-WEST SCHEMATIC)</p>	PROJECT NUMBER: LA-1161A
REVISION: --	APPROVED BY: SK			SCALE: AS SHOWN
REVISION: --			6230 YUCCA ST, HOLLYWOOD, CA	PLATE NUMBER: 7

APPENDIX A: FIELD EXPLORATION – CPT DATA AND SOIL CORE LOGS

Group Delta Consultants

Operator: SA-RA
 Sounding: CPT-01
 Cone Used: DSG1104

CPT Date/Time: 10/21/2013 8:11:11 AM
 Location: Yucca
 Job Number: LA-1161



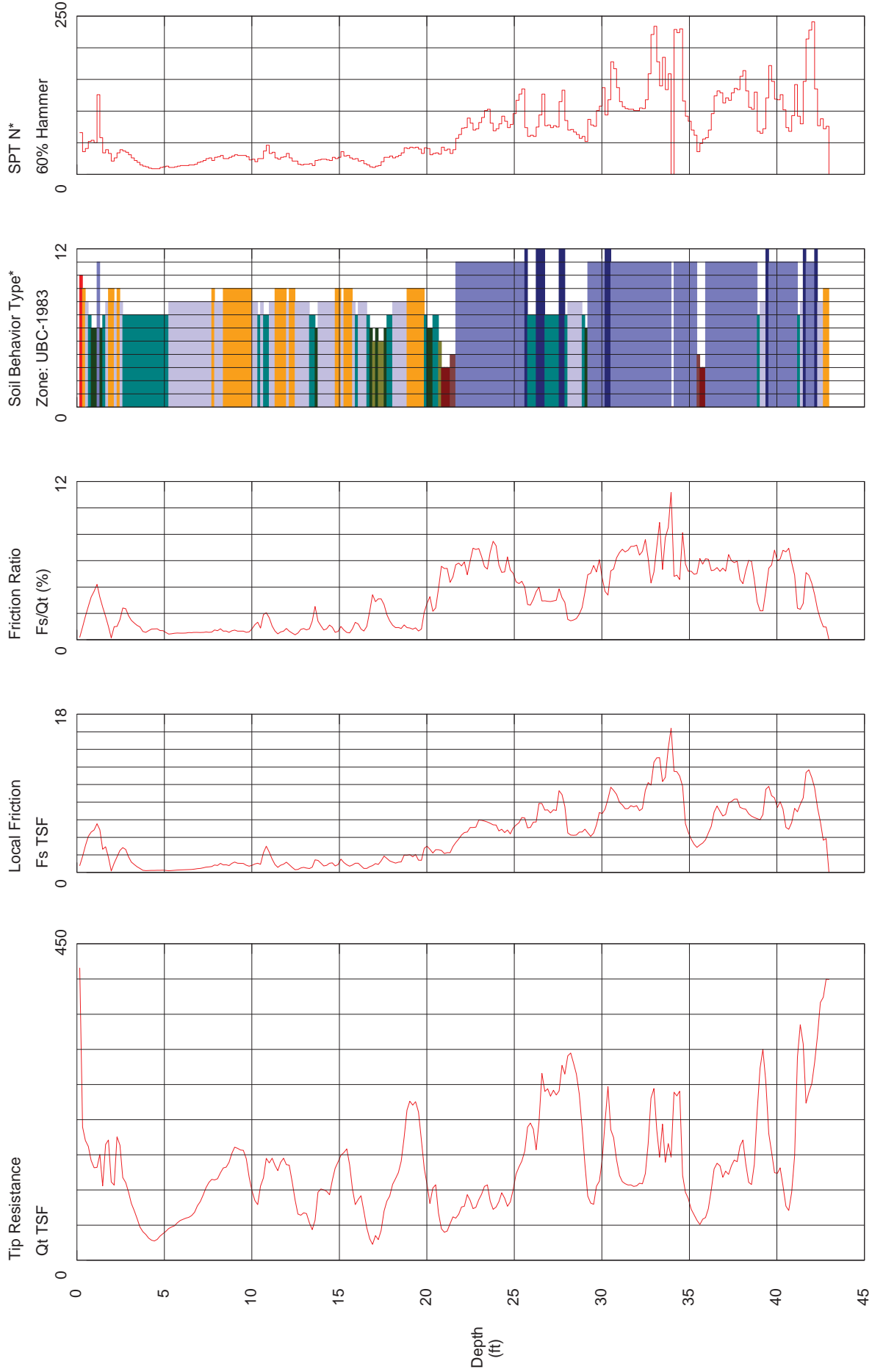
- 1 sensitive fine grained
 - 2 organic material
 - 3 clay
 - 4 silty clay to clay
 - 5 clayey silt to silty clay
 - 6 sandy silt to clayey silt
 - 7 silty sand to sandy silt
 - 8 sand to silty sand
 - 9 sand
 - 10 gravelly sand to sand
 - 11 very stiff fine grained (*)
 - 12 sand to clayey sand (*)
- Maximum Depth = 15.58 feet
 Depth Increment = 0.164 feet

*Soil behavior type and SPT based on data from UBC-1983

Group Delta Consultants

Operator: SA-RA
 Sounding: CPT-01A
 Cone Used: DSG1104

CPT Date/Time: 10/21/2013 9:27:58 AM
 Location: Yucca
 Job Number: LA-1161



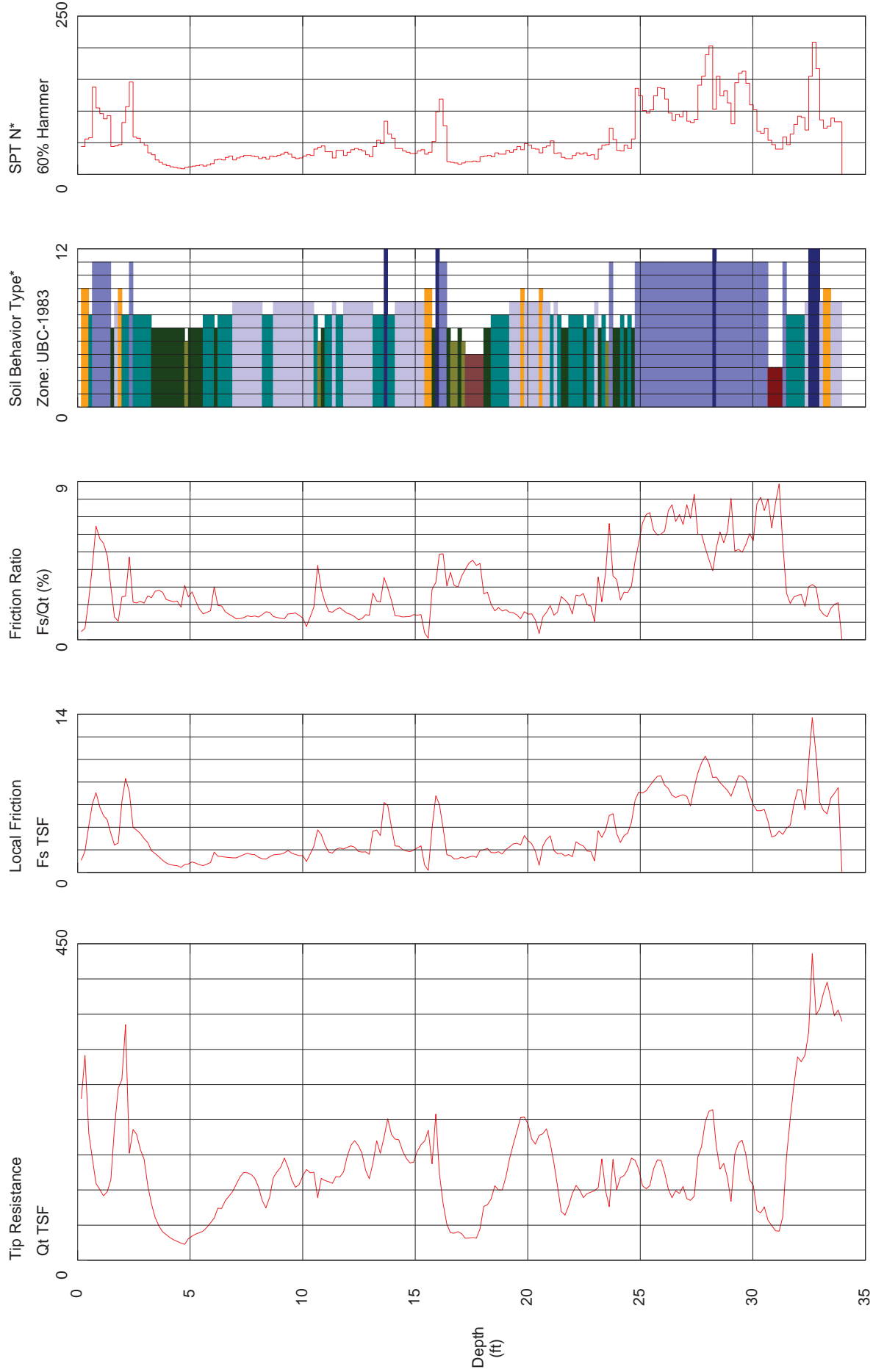
- 1 sensitive fine grained
 - 2 organic material
 - 3 clay
 - 4 silty clay to clay
 - 5 clayey silt to silty clay
 - 6 sandy silt to clayey silt
 - 7 silty sand to sandy silt
 - 8 sand to silty sand
 - 9 sand
 - 10 gravelly sand to sand
 - 11 very stiff fine grained (*)
 - 12 sand to clayey sand (*)
- Maximum Depth = 42.98 feet
 Depth Increment = 0.164 feet

*Soil behavior type and SPT based on data from UBC-1983

Group Delta Consultants

Operator: SA-RA
 Sounding: CPT-01b
 Cone Used: DSG1104

CPT Date/Time: 10/22/2013 3:53:44 PM
 Location: Yucca
 Job Number: LA-1161

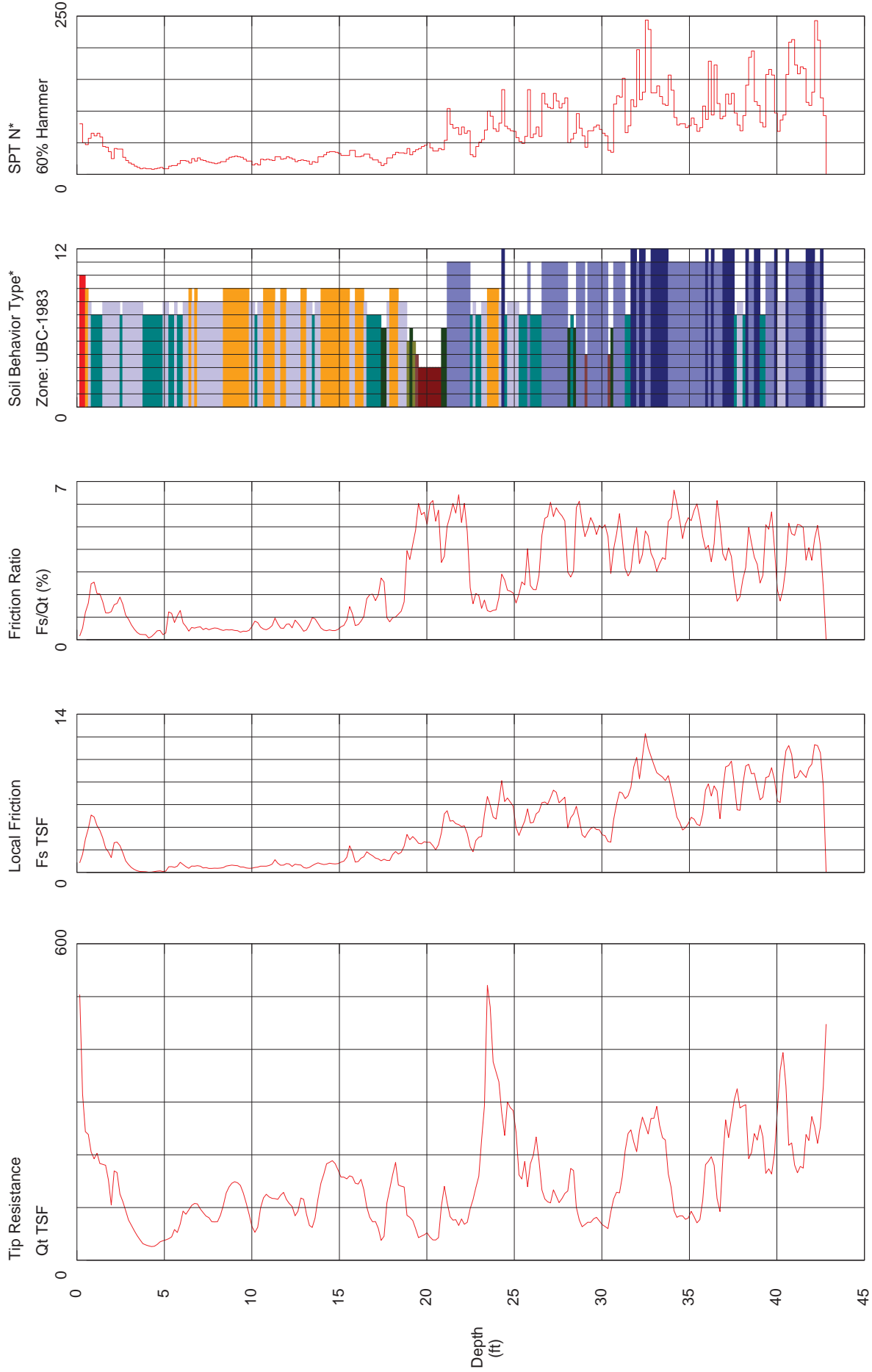


- 1 sensitive fine grained
 - 2 organic material
 - 3 clay
 - 4 silty clay to clay
 - 5 clayey silt to silty clay
 - 6 sandy silt to clayey silt
 - 7 silty sand to sandy silt
 - 8 sand to silty sand
 - 9 sand
 - 10 gravelly sand to sand
 - 11 very stiff fine grained (*)
 - 12 sand to clayey sand (*)
- Maximum Depth = 33.96 feet
 Depth Increment = 0.164 feet

*Soil behavior type and SPT based on data from UBC-1983

Group Delta Consultants

Operator: SA-RA
 Sounding: CPT-02
 Cone Used: DSG1104
 CPT Date/Time: 10/21/2013 8:34:23 AM
 Location: Yucca
 Job Number: LA-1161



- 1 sensitive fine grained
- 2 organic material
- 3 clay
- 4 silty clay to clay
- 5 clayey silt to silty clay
- 6 sandy silt to clayey silt
- 7 silty sand to sandy silt
- 8 sand to silty sand
- 9 sand
- 10 gravelly sand to sand
- 11 very stiff fine grained (*)
- 12 sand to clayey sand (*)

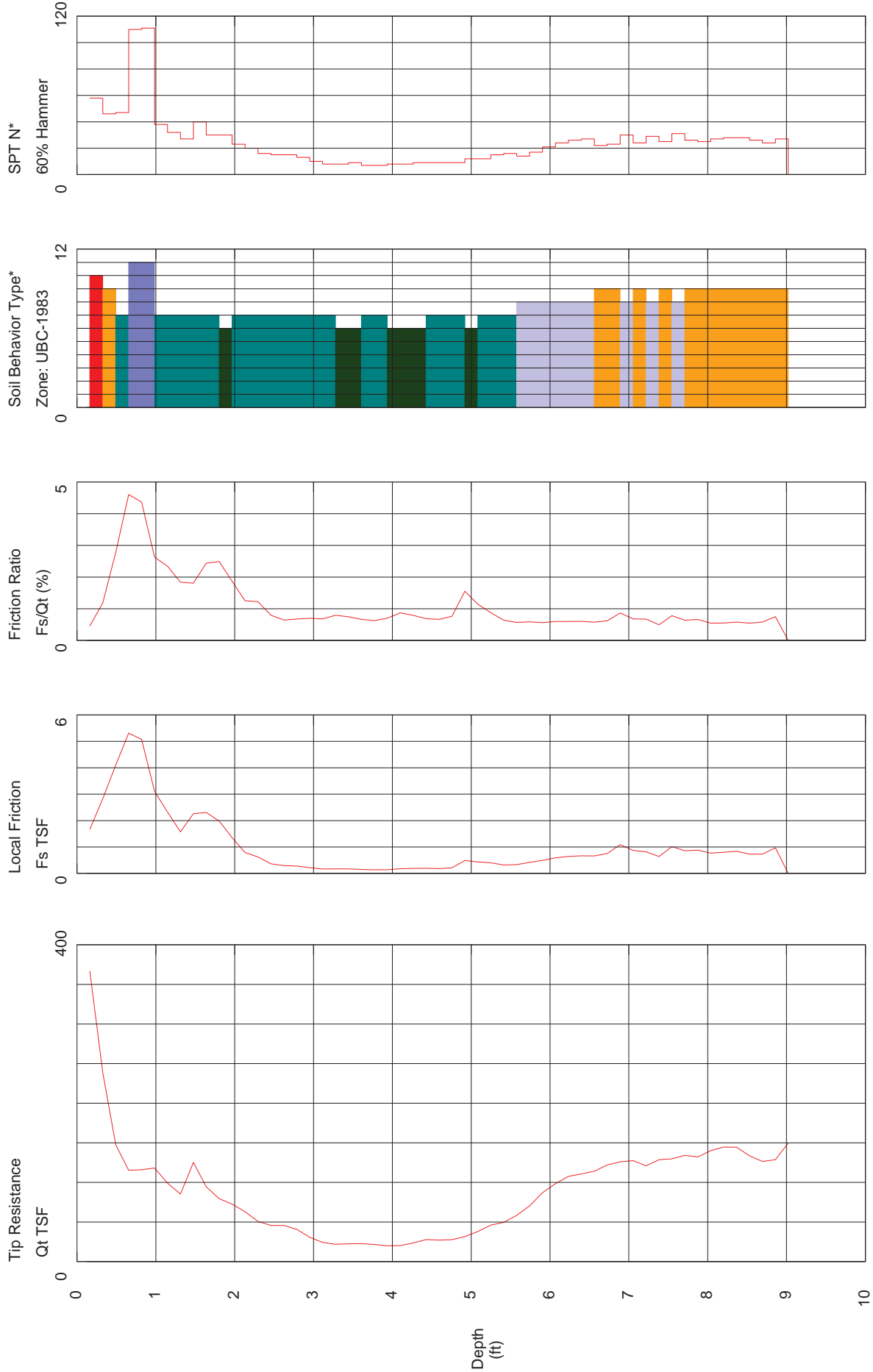
Maximum Depth = 42.81 feet
 Depth Increment = 0.164 feet

*Soil behavior type and SPT based on data from UBC-1983

Group Delta Consultants

Operator: SA-RA
 Sounding: CPT-03
 Cone Used: DSG1104

CPT Date/Time: 10/21/2013 9:12:06 AM
 Location: Yucca
 Job Number: LA-1161



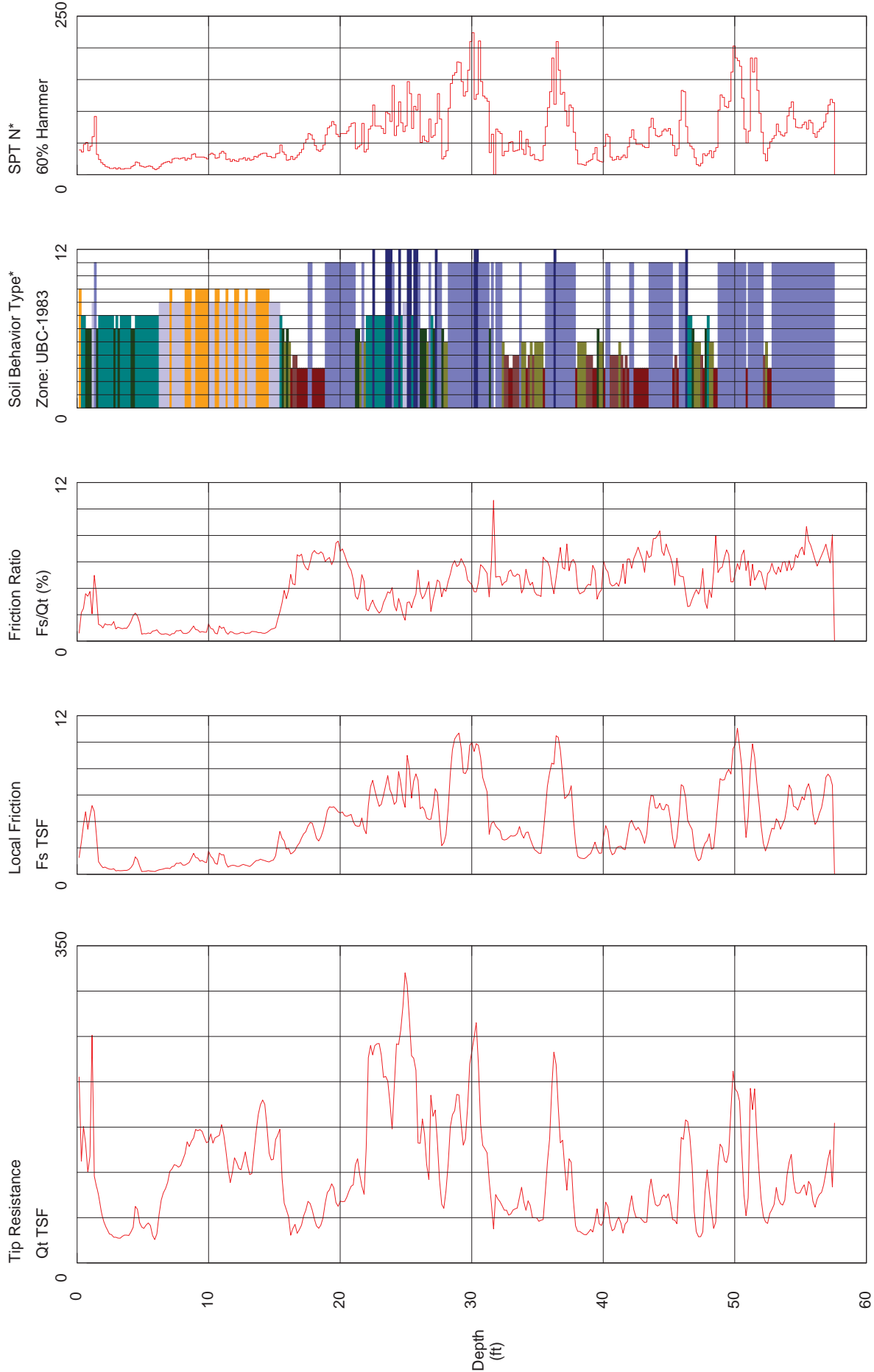
- 1 sensitive fine grained
 - 2 organic material
 - 3 clay
 - 4 silty clay to clay
 - 5 clayey silt to silty clay
 - 6 sandy silt to clayey silt
 - 7 silty sand to sandy silt
 - 8 sand to silty sand
 - 9 sand
 - 10 gravelly sand to sand
 - 11 very stiff fine grained (*)
 - 12 sand to clayey sand (*)
- Maximum Depth = 9.02 feet
 Depth Increment = 0.164 feet

*Soil behavior type and SPT based on data from UBC-1983

Group Delta Consultants

Operator: SA-RA
 Sounding: CPT-03a
 Cone Used: DSG1104

CPT Date/Time: 10/21/2013 10:23:37 AM
 Location: Yucca
 Job Number: LA-1161



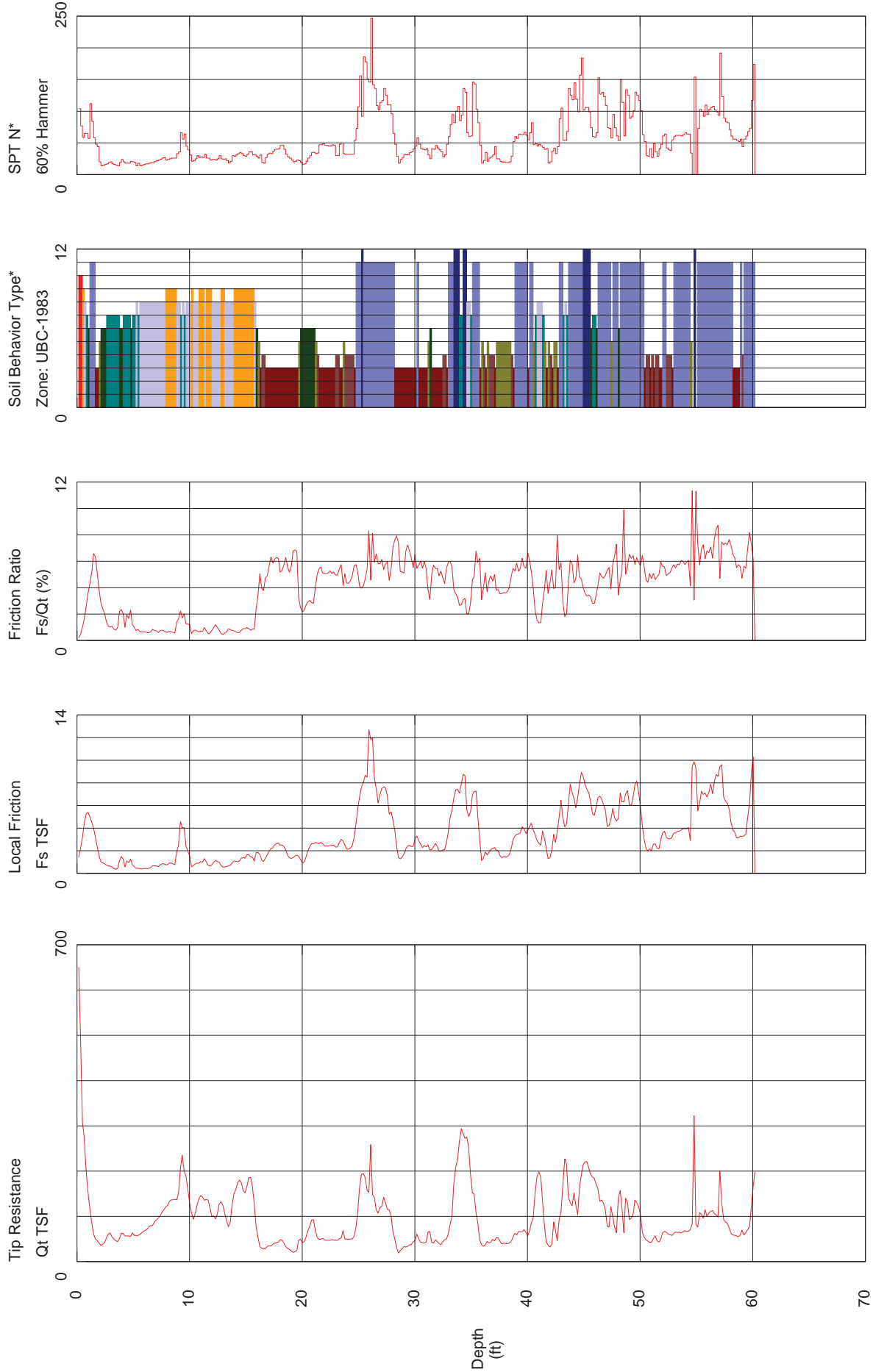
- 1 sensitive fine grained
 - 2 organic material
 - 3 clay
 - 4 silty clay to clay
 - 5 clayey silt to silty clay
 - 6 sandy silt to clayey silt
 - 7 silty sand to sandy silt
 - 8 sand to silty sand
 - 9 sand
 - 10 gravely sand to sand
 - 11 very stiff fine grained (*)
 - 12 sand to clayey sand (*)
- Maximum Depth = 57.58 feet
 Depth Increment = 0.164 feet

*Soil behavior type and SPT based on data from UBC-1983

Group Delta Consultants

Operator: SA-RA
 Sounding: CPT-04
 Cone Used: DSG1104

CPT Date/Time: 10/21/2013 11:12:33 AM
 Location: Yucca
 Job Number: LA-1161



- 1 sensitive fine grained clay
- 2 organic material
- 3 clay
- 4 silty clay to clay
- 5 clayey silt to silty clay
- 6 sandy silt to clayey silt
- 7 silty sand to sandy silt
- 8 sand to silty sand
- 9 sand
- 10 gravelly sand to sand
- 11 very stiff fine grained (*)
- 12 sand to clayey sand (*)

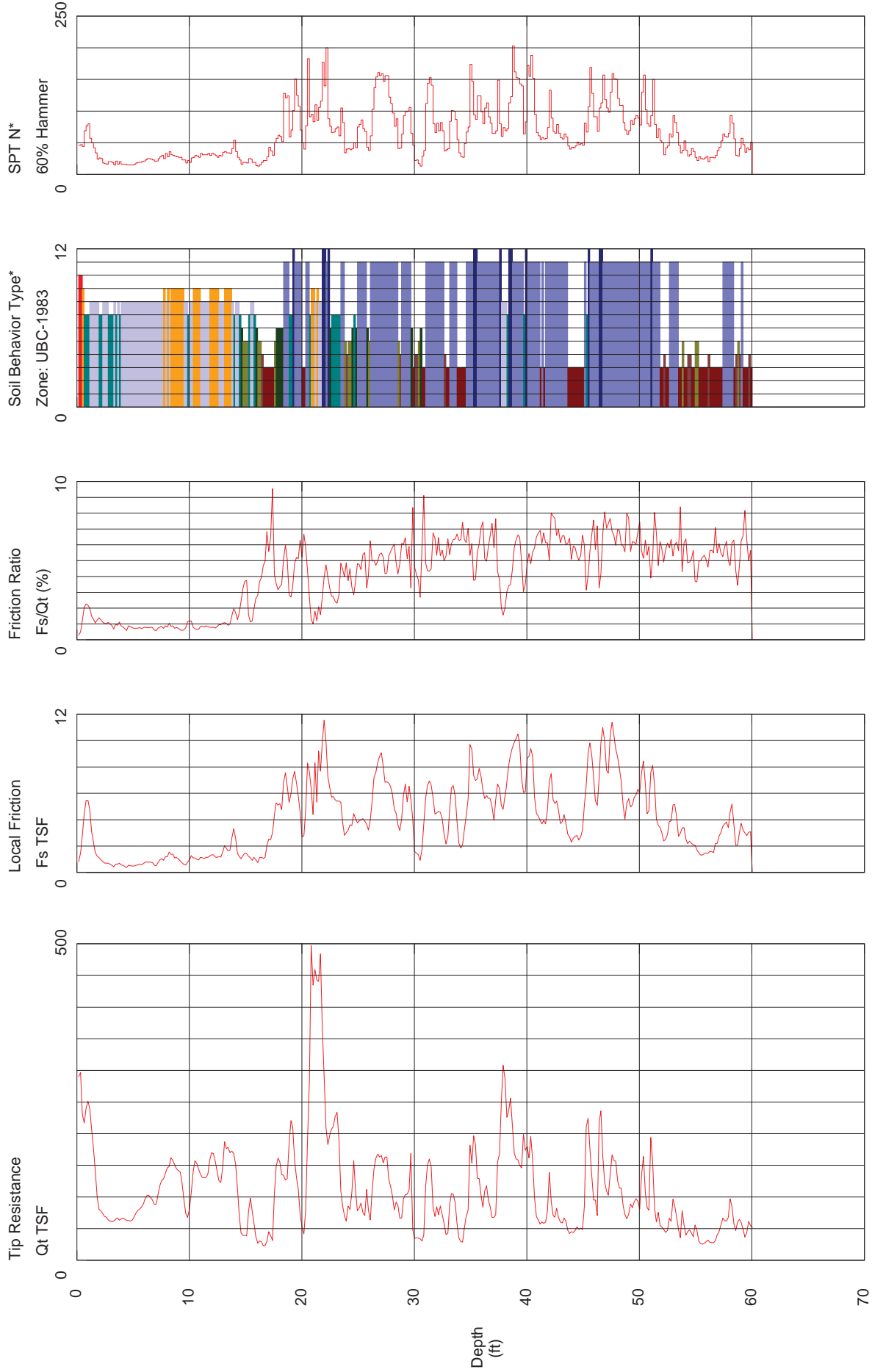
Maximum Depth = 60.20 feet
 Depth Increment = 0.164 feet

*Soil behavior type and SPT based on data from UBC-1983

Group Delta Consultants

Operator: SA-RA
 Sounding: CPT-05
 Cone Used: DSG1104

CPT Date/Time: 10/21/2013 12:11:51 PM
 Location: Yucca
 Job Number: LA-1161



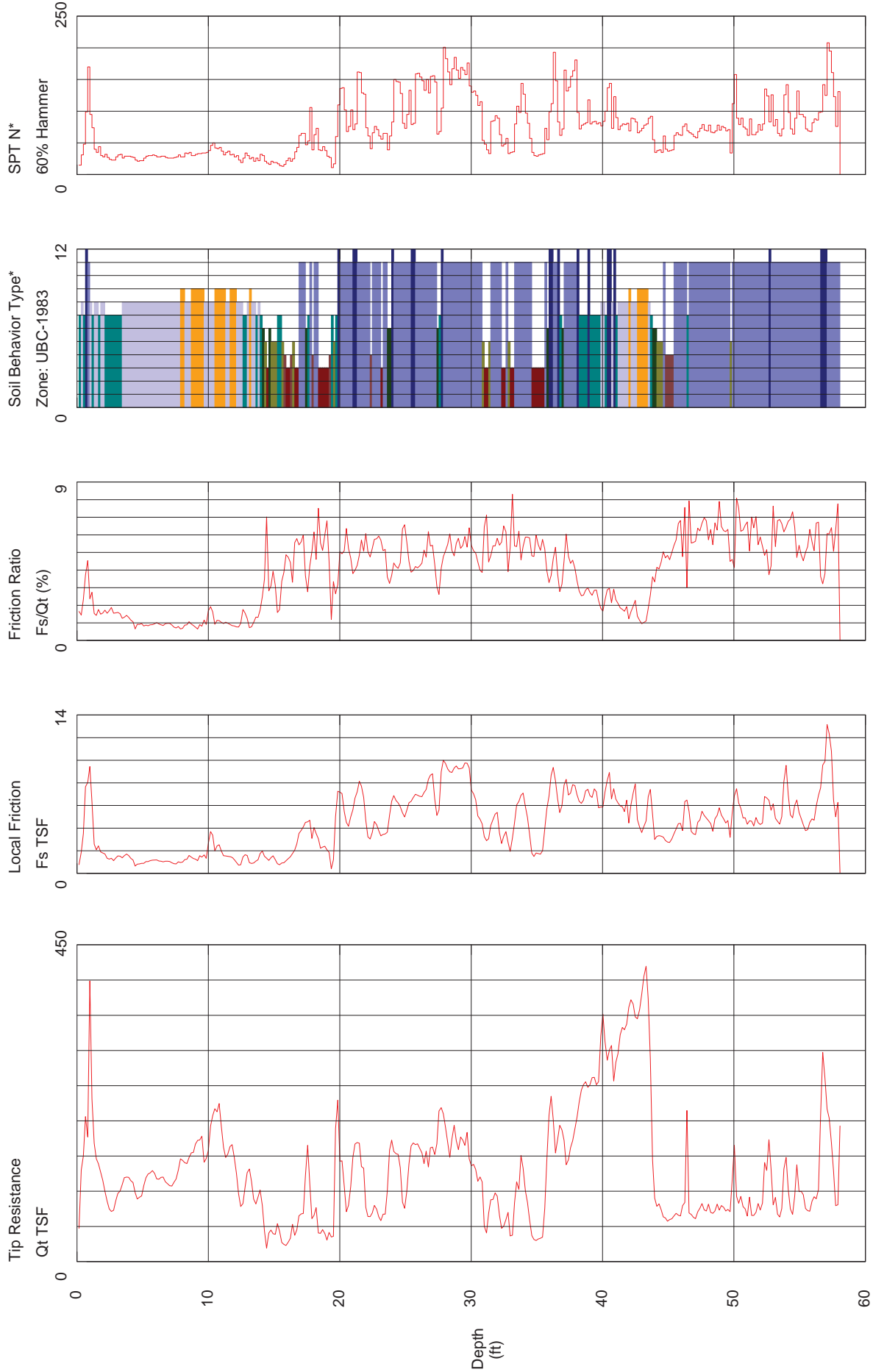
- 1 sensitive fine grained
 - 2 organic material
 - 3 clay
 - 4 silty clay to clay
 - 5 clayey silt to silty clay
 - 6 sandy silt to clayey silt
 - 7 silty sand to sandy silt
 - 8 sand to silty sand
 - 9 sand
 - 10 gravelly sand to sand
 - 11 very stiff fine grained (*)
 - 12 sand to clayey sand (*)
- Maximum Depth = 60.04 feet
 Depth Increment = 0.164 feet

*Soil behavior type and SPT based on data from UBC-1983

Group Delta Consultants

Operator: SA-RA
 Sounding: CPT-06
 Cone Used: DSG1104

CPT Date/Time: 10/21/2013 1:31:39 PM
 Location: Yucca
 Job Number: LA-1161



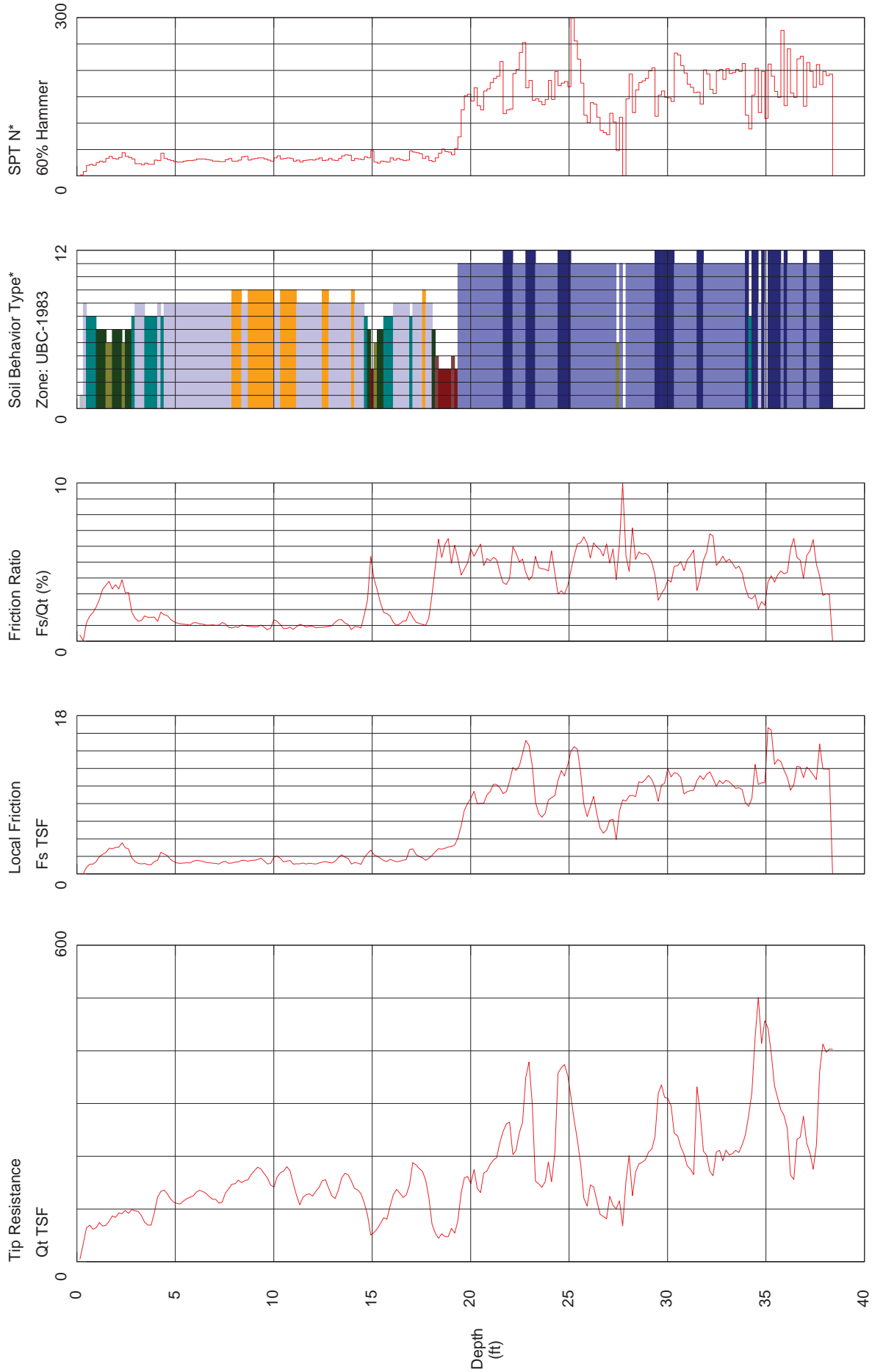
- 1 sensitive fine grained
 - 2 organic material
 - 3 clay
 - 4 silty clay to clay
 - 5 clayey silt to silty clay
 - 6 sandy silt to clayey silt
 - 7 silty sand to sandy silt
 - 8 sand to silty sand
 - 9 sand
 - 10 gravelly sand to sand
 - 11 very stiff fine grained (*)
 - 12 sand to clayey sand (*)
- Maximum Depth = 58.07 feet
 Depth Increment = 0.164 feet

*Soil behavior type and SPT based on data from UBC-1983

Group Delta Consultants

Operator: SA-RA
 Sounding: CPT-07
 Cone Used: DSG1104

CPT Date/Time: 10/21/2013 2:32:23 PM
 Location: Yucca
 Job Number: LA-1161



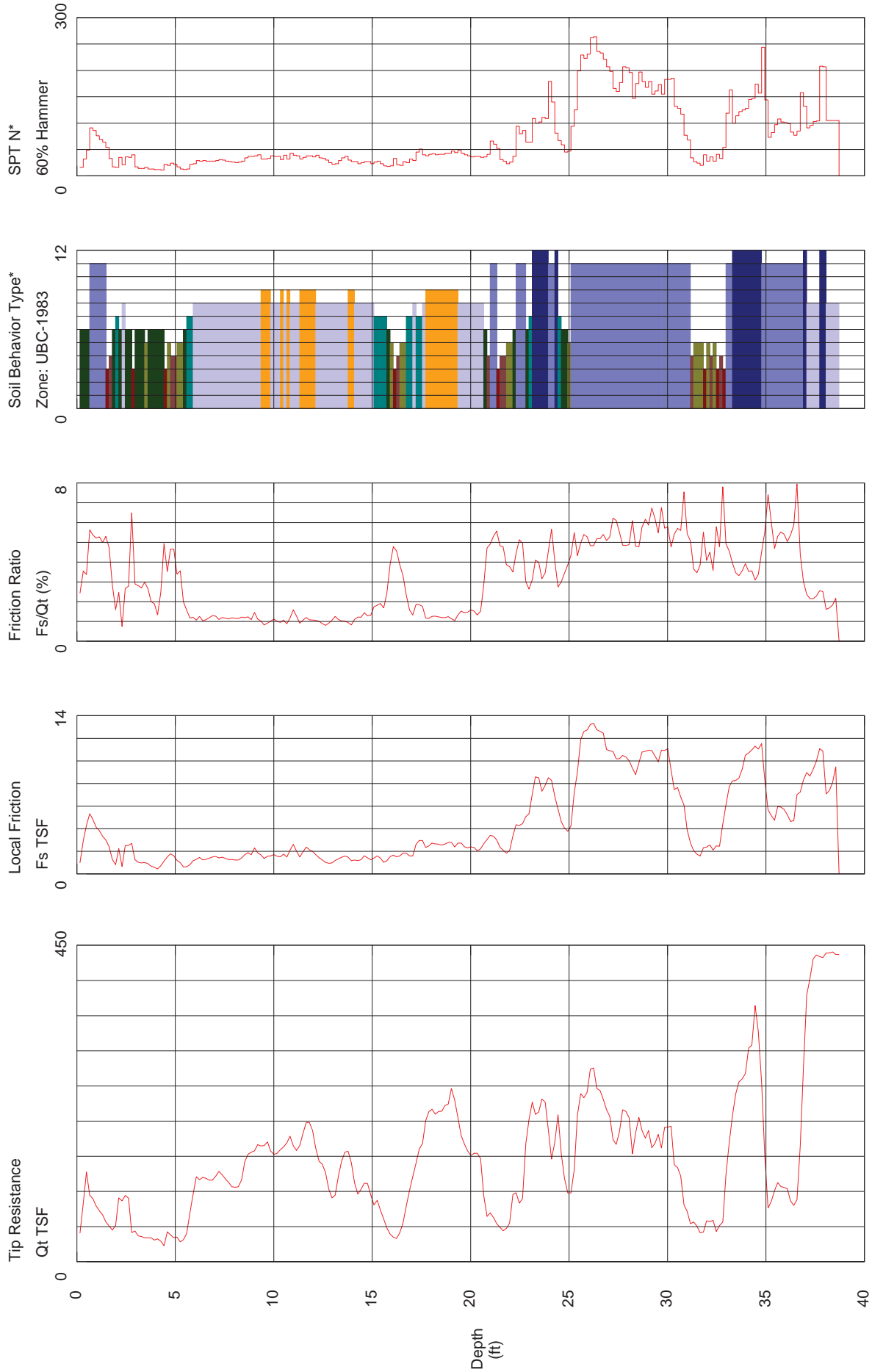
- Maximum Depth = 38.39 feet
- Depth Increment = 0.164 feet
- 1 sensitive fine grained
 - 2 organic material
 - 3 clay
 - 4 silty clay to clay
 - 5 clayey silt to silty clay
 - 6 sandy silt to clayey silt
 - 7 silty sand to sandy silt
 - 8 sand to silty sand
 - 9 sand
 - 10 gravelly sand to sand
 - 11 very stiff fine grained (*)
 - 12 sand to clayey sand (*)

*Soil behavior type and SPT based on data from UBC-1983

Group Delta Consultants

Operator: SA-RA
 Sounding: CPT-08
 Cone Used: DSG1104

CPT Date/Time: 10/22/2013 7:23:38 AM
 Location: Yucca
 Job Number: LA-1161



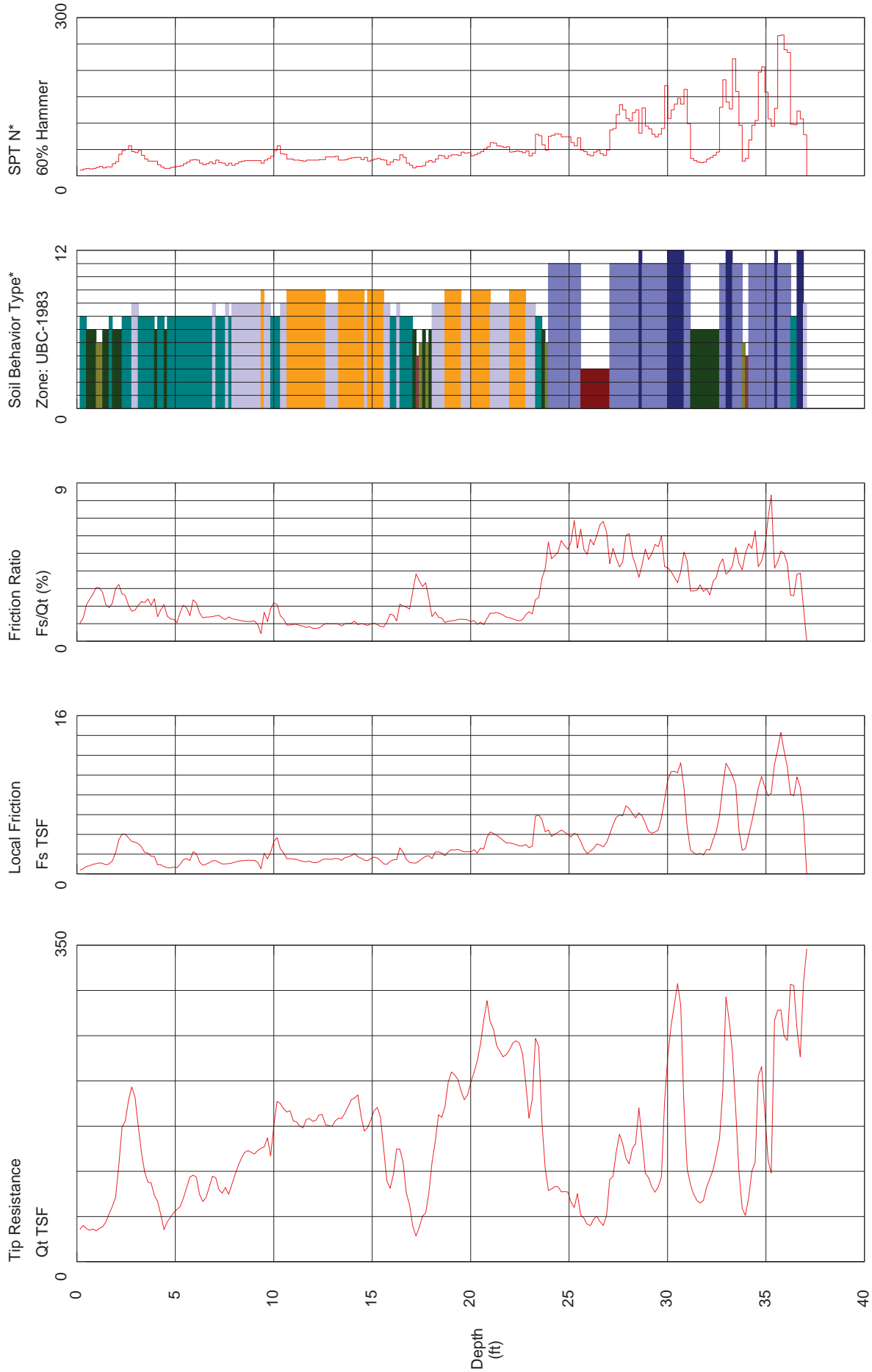
- Maximum Depth = 38.71 feet
- 1 sensitive fine grained
 - 2 organic material
 - 3 clay
 - 4 silty clay to clay
 - 5 clayey silt to silty clay
 - 6 sandy silt to clayey silt
 - 7 silty sand to sandy silt
 - 8 sand to silty sand
 - 9 sand
 - 10 gravelly sand to sand
 - 11 very stiff fine grained (*)
 - 12 sand to clayey sand (*)
- Depth Increment = 0.164 feet

*Soil behavior type and SPT based on data from UBC-1983

Group Delta Consultants

Operator: SA-RA
 Sounding: CPT-09
 Cone Used: DSG1104

CPT Date/Time: 10/22/2013 8:25:25 AM
 Location: Yucca
 Job Number: LA-1161



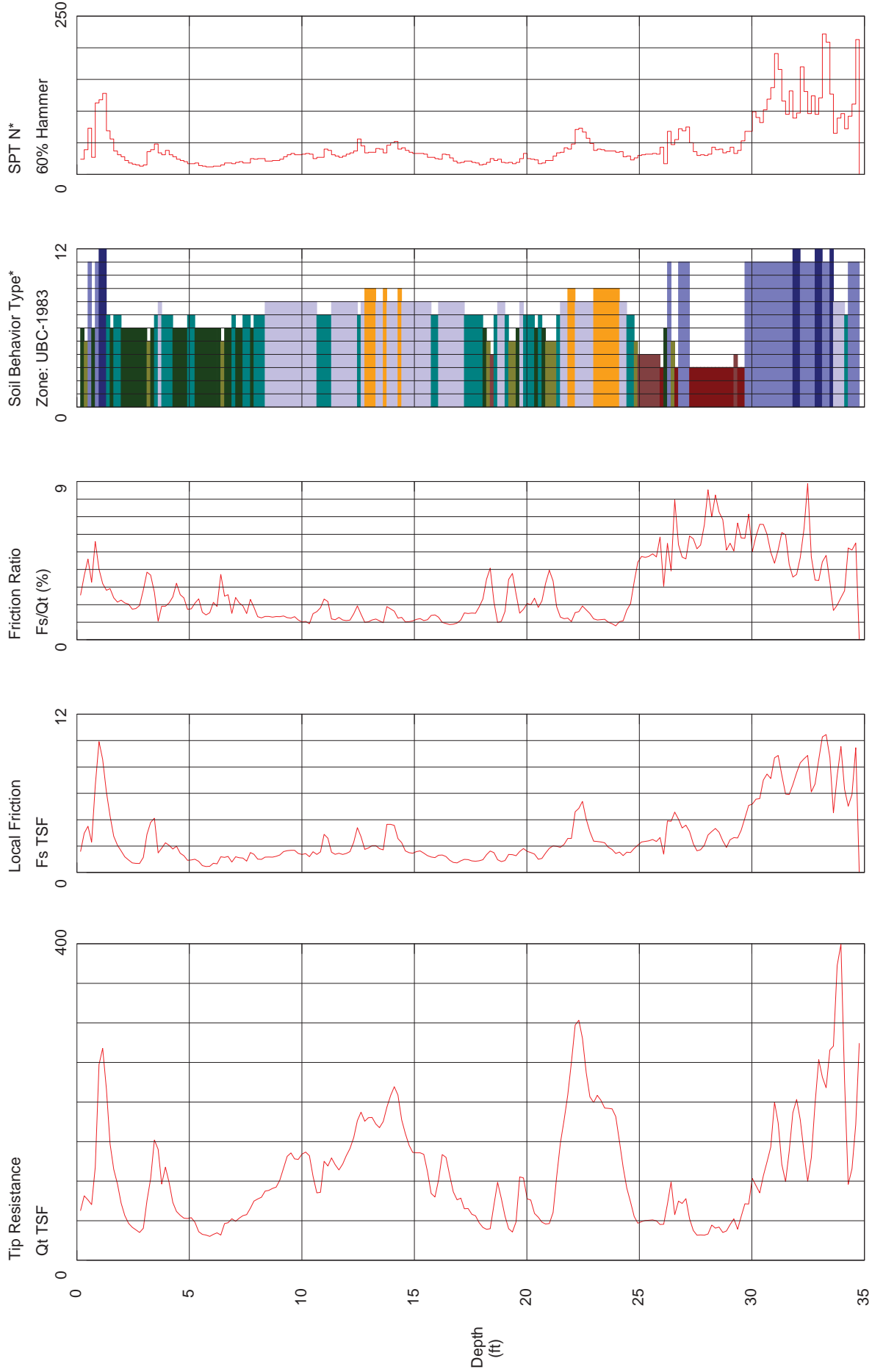
- 1 sensitive fine grained
 - 2 organic material
 - 3 clay
 - 4 silty clay to clay
 - 5 clayey silt to silty clay
 - 6 sandy silt to clayey silt
 - 7 silty sand to sandy silt
 - 8 sand to silty sand
 - 9 sand
 - 10 gravelly sand to sand
 - 11 very stiff fine grained (*)
 - 12 sand to clayey sand (*)
- Maximum Depth = 37.07 feet
 Depth Increment = 0.164 feet

*Soil behavior type and SPT based on data from UBC-1983

Group Delta Consultants

Operator: SA-RA
 Sounding: CPT-10
 Cone Used: DSG1104

CPT Date/Time: 10/22/2013 9:00:01 AM
 Location: Yucca
 Job Number: LA-1161



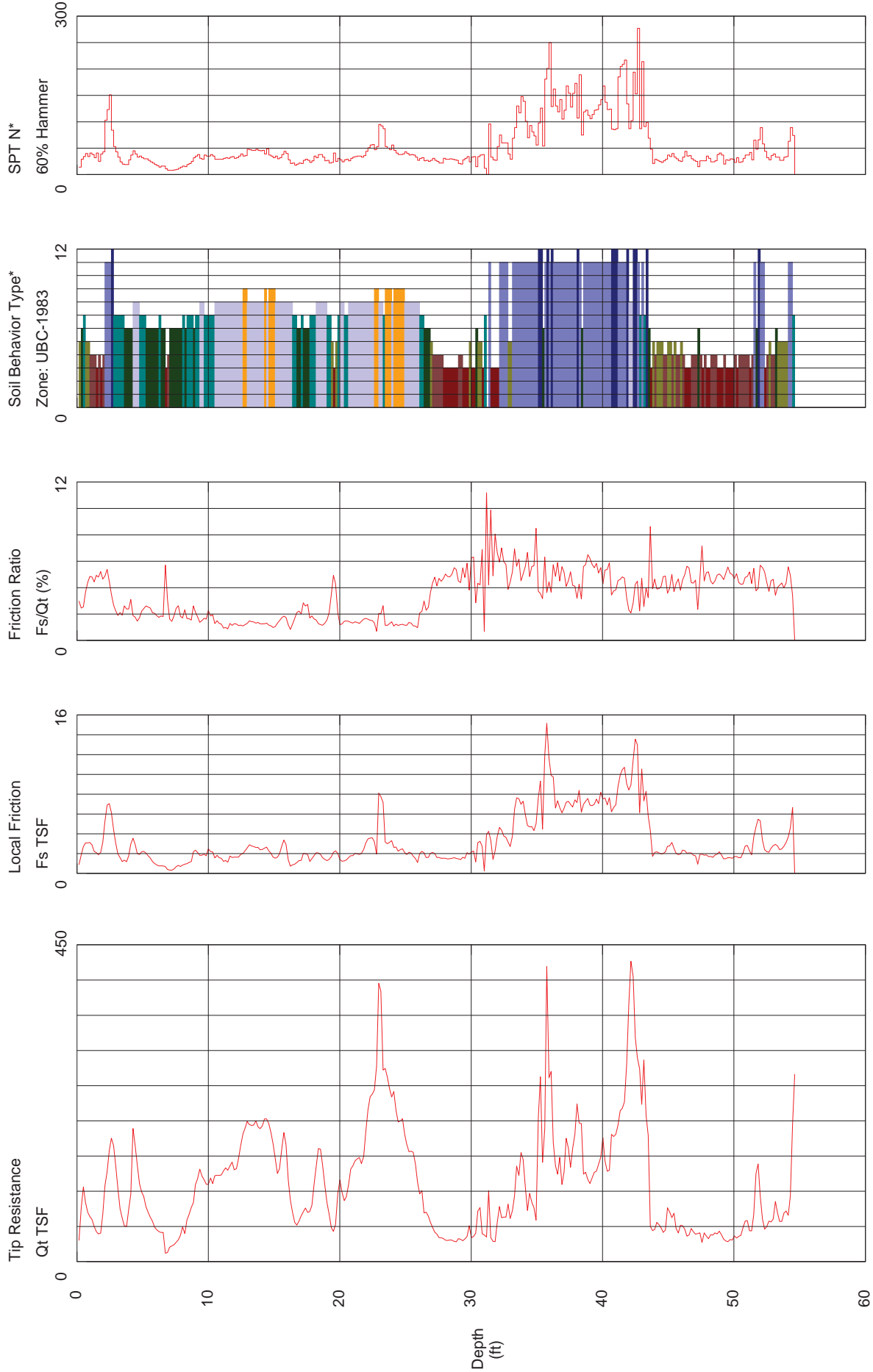
- 1 sensitive fine grained
 - 2 organic material
 - 3 clay
 - 4 silty clay to clay
 - 5 clayey silt to silty clay
 - 6 sandy silt to clayey silt
 - 7 silty sand to sandy silt
 - 8 sand to silty sand
 - 9 sand
 - 10 gravelly sand to sand
 - 11 very stiff fine grained (*)
 - 12 sand to clayey sand (*)
- Maximum Depth = 34.78 feet
- Depth Increment = 0.164 feet

*Soil behavior type and SPT based on data from UBC-1983

Group Delta Consultants

Operator: SA-RA
 Sounding: CPT-11
 Cone Used: DSG1104

CPT Date/Time: 10/22/2013 9:34:03 AM
 Location: Yucca
 Job Number: LA-1161



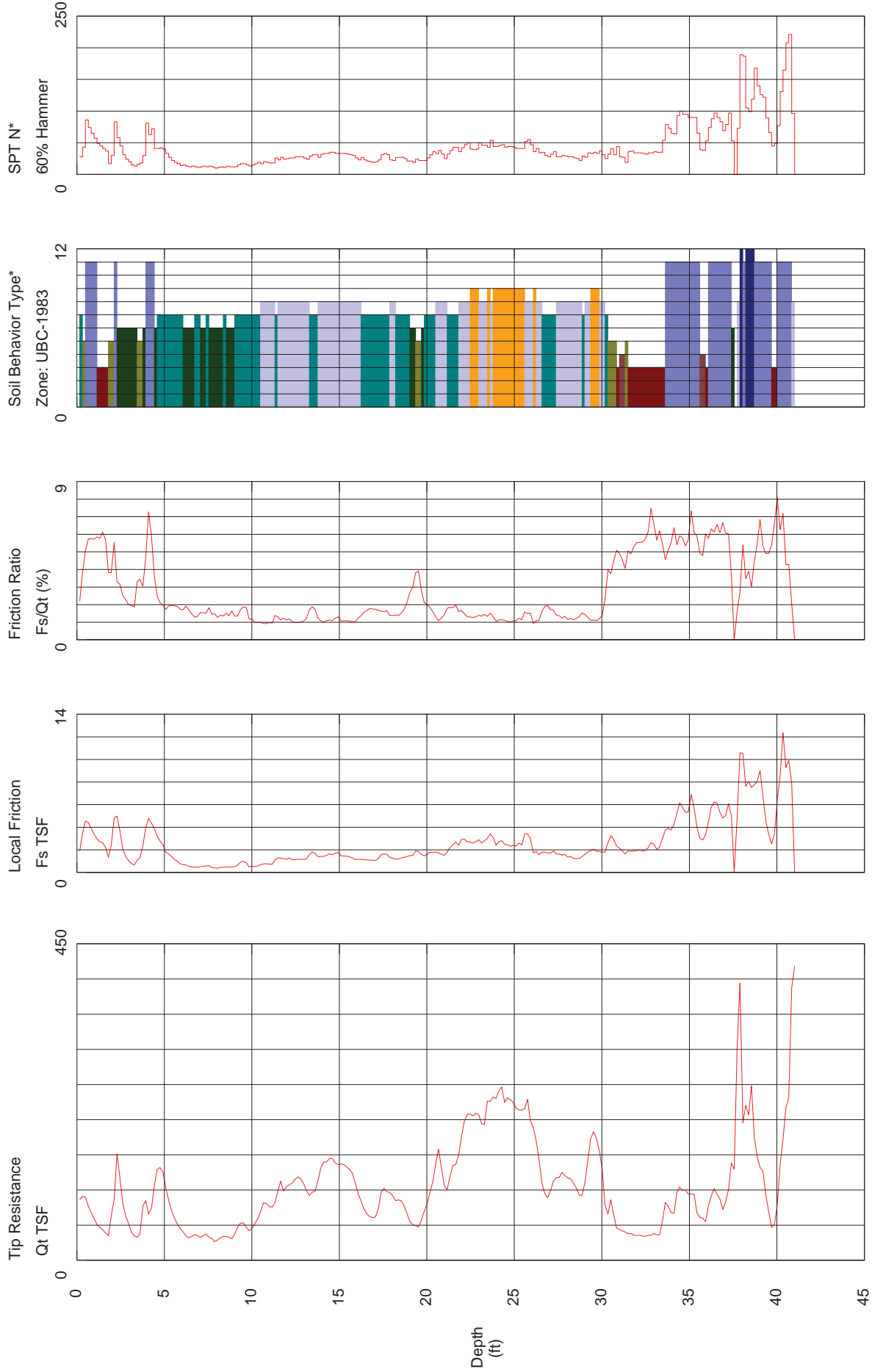
- 1 sensitive fine grained
 - 2 organic material
 - 3 clay
 - 4 silty clay to clay
 - 5 clayey silt to silty clay
 - 6 sandy silt to clayey silt
 - 7 silty sand to sandy silt
 - 8 sand to silty sand
 - 9 sand
 - 10 gravelly sand to sand
 - 11 very stiff fine grained (*)
 - 12 sand to clayey sand (*)
- Maximum Depth = 54.63 feet
 Depth Increment = 0.164 feet

*Soil behavior type and SPT based on data from UBC-1983

Group Delta Consultants

Operator: SA-RA
 Sounding: CPT-12
 Cone Used: DSG1104

CPT Date/Time: 10/22/2013 10:16:04 AM
 Location: Yucca
 Job Number: LA-1161



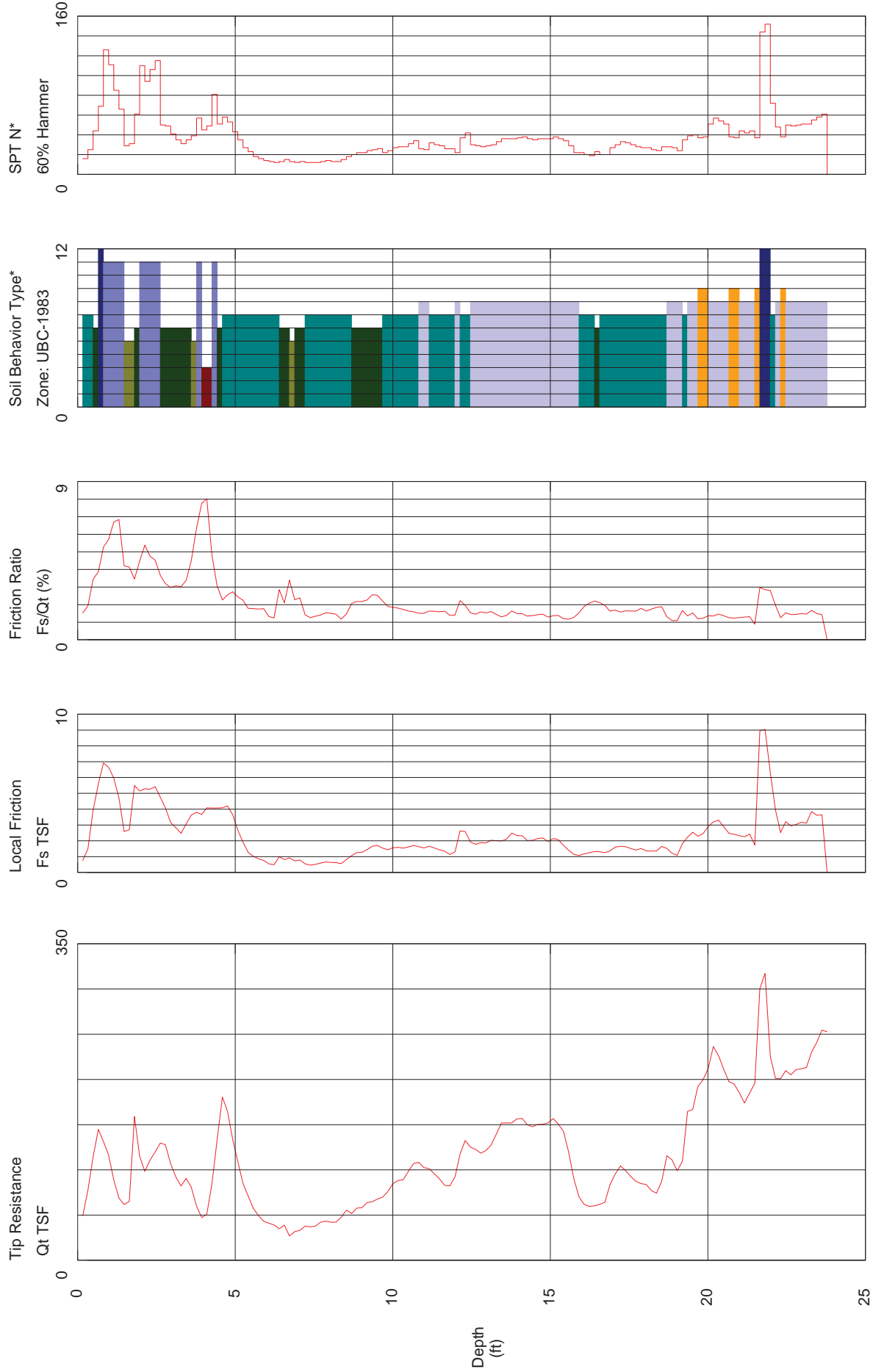
- 1 sensitive fine grained
 - 2 organic material
 - 3 clay
 - 4 silty clay to clay
 - 5 clayey silt to silty clay
 - 6 sandy silt to clayey silt
 - 7 silty sand to sandy silt
 - 8 sand to silty sand
 - 9 sand
 - 10 gravelly sand to sand
 - 11 very stiff fine grained (*)
 - 12 sand to clayey sand (*)
- Maximum Depth = 41.01 feet
 Depth Increment = 0.164 feet

*Soil behavior type and SPT based on data from UBC-1983

Group Delta Consultants

Operator: SA-RA
 Sounding: CPT-13
 Cone Used: DSG1104

CPT Date/Time: 10/22/2013 10:50:40 AM
 Location: Yucca
 Job Number: LA-1161



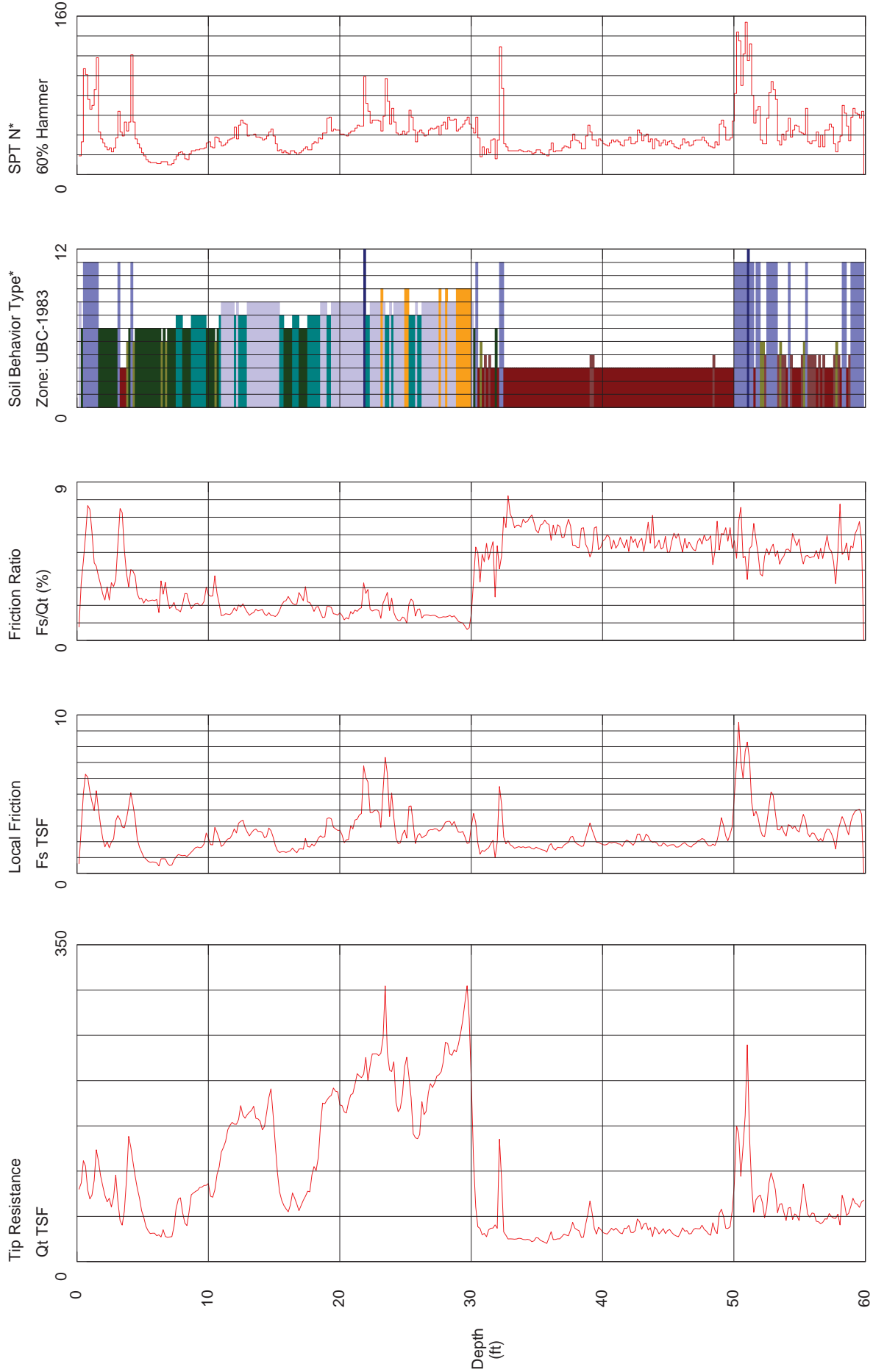
- 1 sensitive fine grained
 - 2 organic material
 - 3 clay
 - 4 silty clay to clay
 - 5 clayey silt to silty clay
 - 6 sandy silt to clayey silt
 - 7 silty sand to sandy silt
 - 8 sand to silty sand
 - 9 sand
 - 10 gravelly sand to sand
 - 11 very stiff fine grained (*)
 - 12 sand to clayey sand (*)
- Maximum Depth = 23.79 feet
 Depth Increment = 0.164 feet

*Soil behavior type and SPT based on data from UBC-1983

Group Delta Consultants

Operator: SA-RA
 Sounding: CPT-13a
 Cone Used: DSG1104

CPT Date/Time: 10/22/2013 3:00:14 PM
 Location: Yucca
 Job Number: LA-1161



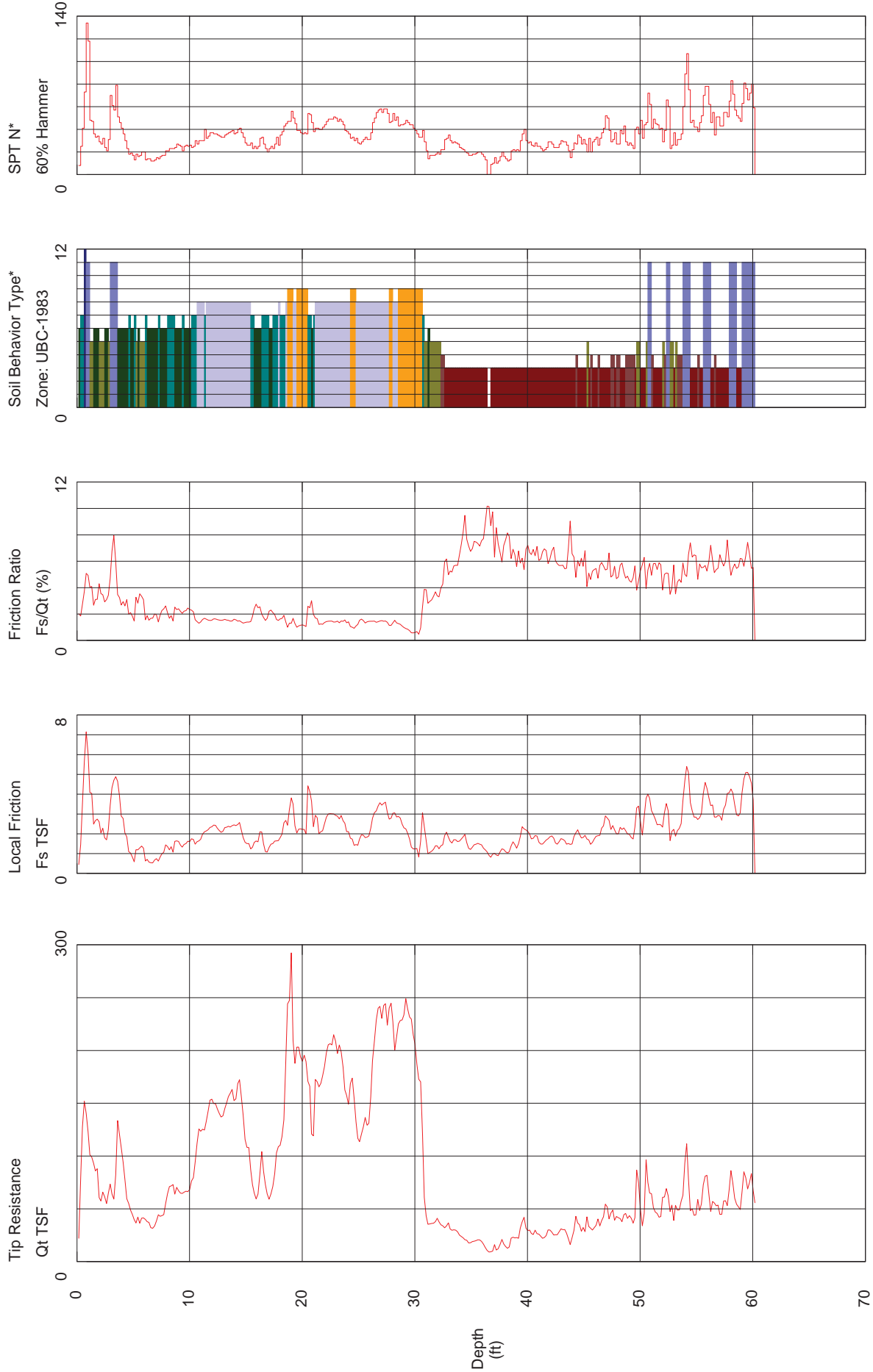
- 1 sensitive fine grained
 - 2 organic material
 - 3 clay
 - 4 silty clay to clay
 - 5 clayey silt to silty clay
 - 6 sandy silt to clayey silt
 - 7 silty sand to sandy silt
 - 8 sand to silty sand
 - 9 sand
 - 10 gravelly sand to sand
 - 11 very stiff fine grained (*)
 - 12 sand to clayey sand (*)
- Maximum Depth = 59.88 feet
 Depth Increment = 0.164 feet

*Soil behavior type and SPT based on data from UBC-1983

Group Delta Consultants

Operator: SA-RA
 Sounding: CPT-14
 Cone Used: DSG1104

CPT Date/Time: 10/22/2013 11:18:28 AM
 Location: Yucca
 Job Number: LA-1161



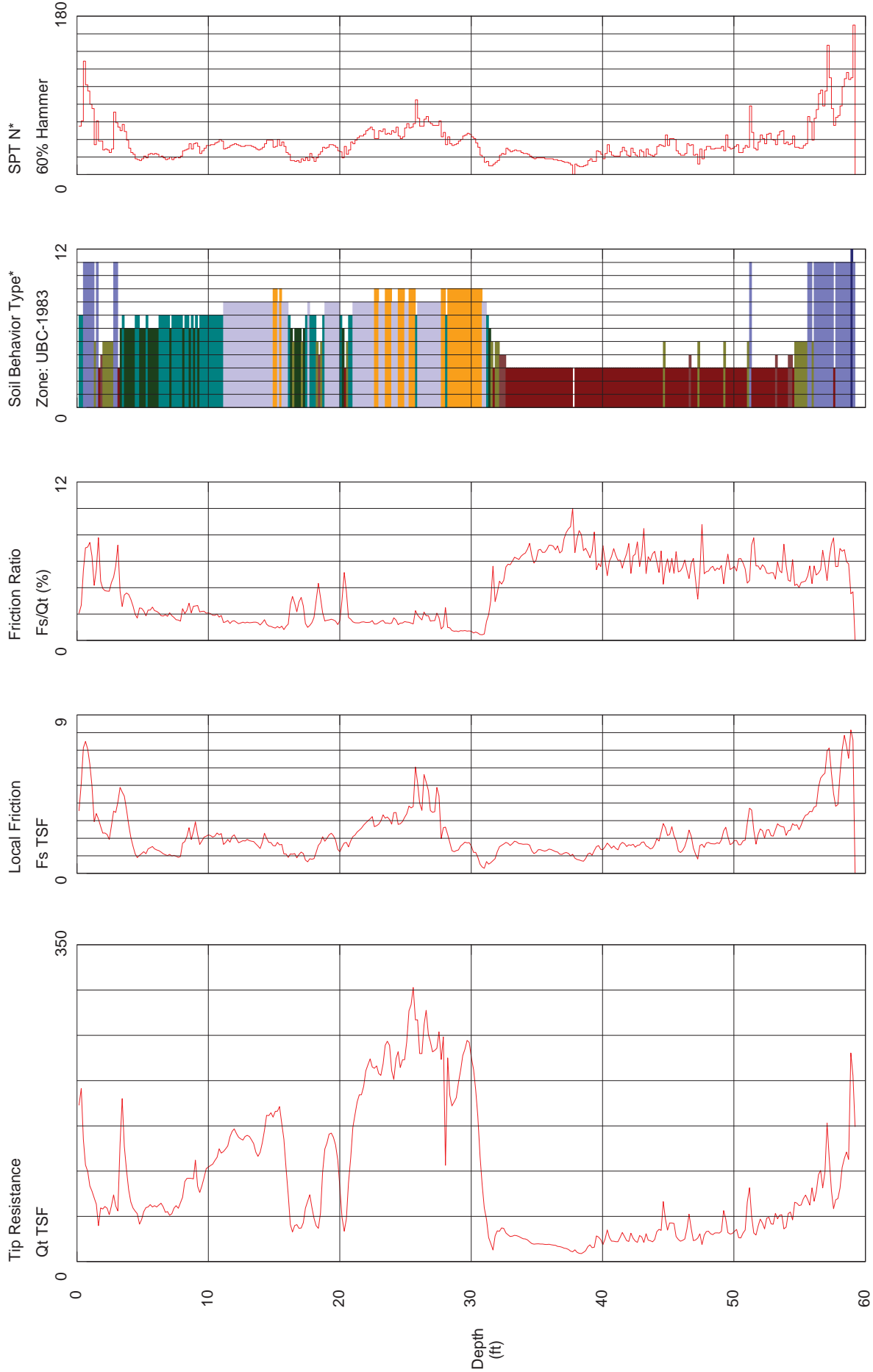
- Maximum Depth = 60.20 feet
- 1 sensitive fine grained
 - 2 organic material
 - 3 clay
 - 4 silty clay to clay
 - 5 clayey silt to silty clay
 - 6 sandy silt to clayey silt
 - 7 silty sand to sandy silt
 - 8 sand to silty sand
 - 9 sand
 - 10 gravelly sand to sand
 - 11 very stiff fine grained (*)
 - 12 sand to clayey sand (*)
- Depth Increment = 0.164 feet

*Soil behavior type and SPT based on data from UBC-1983

Group Delta Consultants

Operator: SA-RA
 Sounding: CPT-15
 Cone Used: DSG1104

CPT Date/Time: 10/22/2013 12:36:31 PM
 Location: Yucca
 Job Number: LA-1161



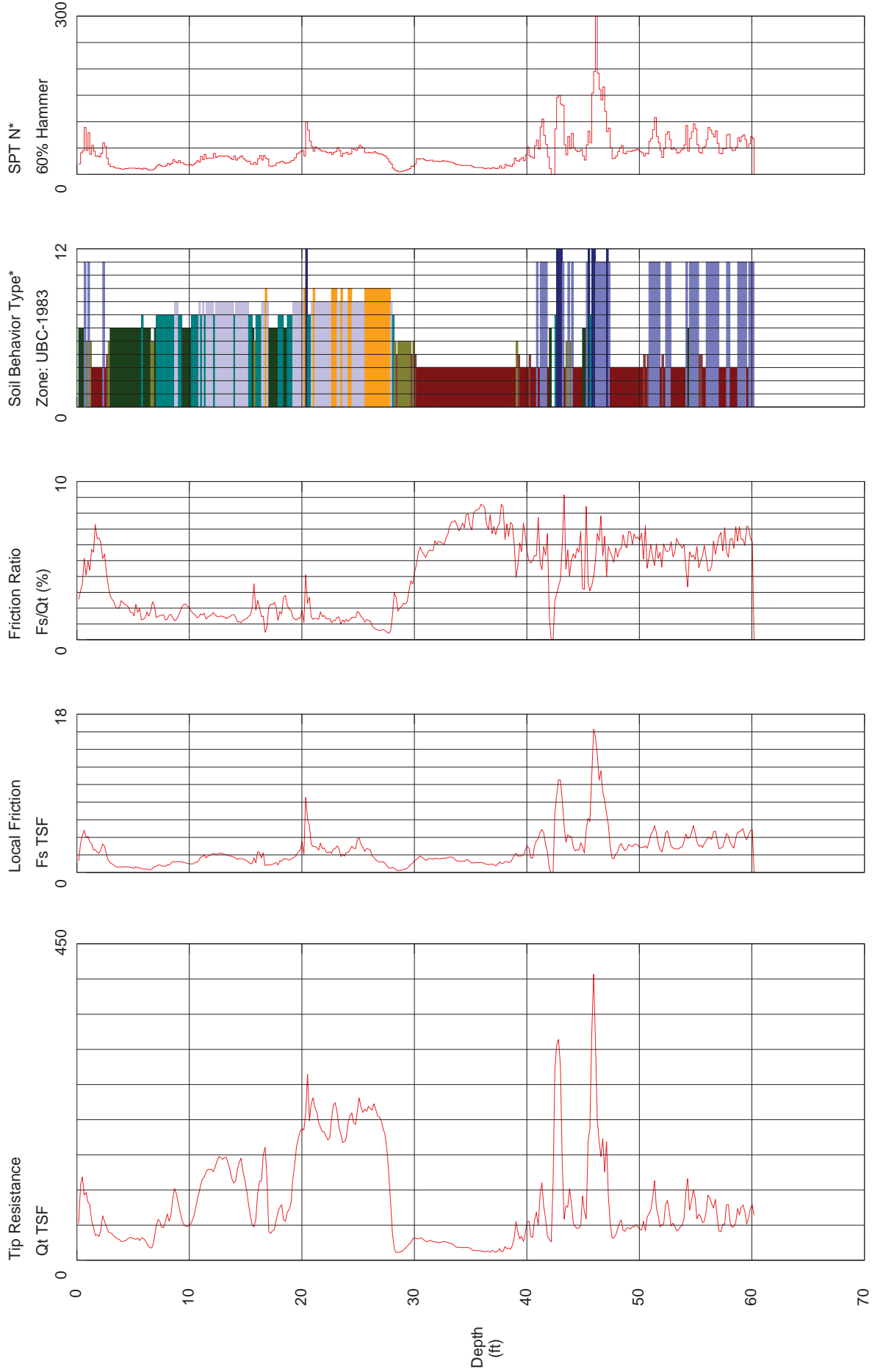
- 1 sensitive fine grained clay
 - 2 organic material
 - 3 clay
 - 4 silty clay to clay
 - 5 clayey silt to silty clay
 - 6 sandy silt to clayey silt
 - 7 silty sand to sandy silt
 - 8 sand to silty sand
 - 9 sand
 - 10 gravelly sand to sand
 - 11 very stiff fine grained (*)
 - 12 sand to clayey sand (*)
- Maximum Depth = 59.22 feet
 Depth Increment = 0.164 feet

*Soil behavior type and SPT based on data from UBC-1983

Group Delta Consultants

Operator: SA-RA
 Sounding: CPT-16
 Cone Used: DSG1104

CPT Date/Time: 10/22/2013 1:23:21 PM
 Location: Yucca
 Job Number: LA-1161



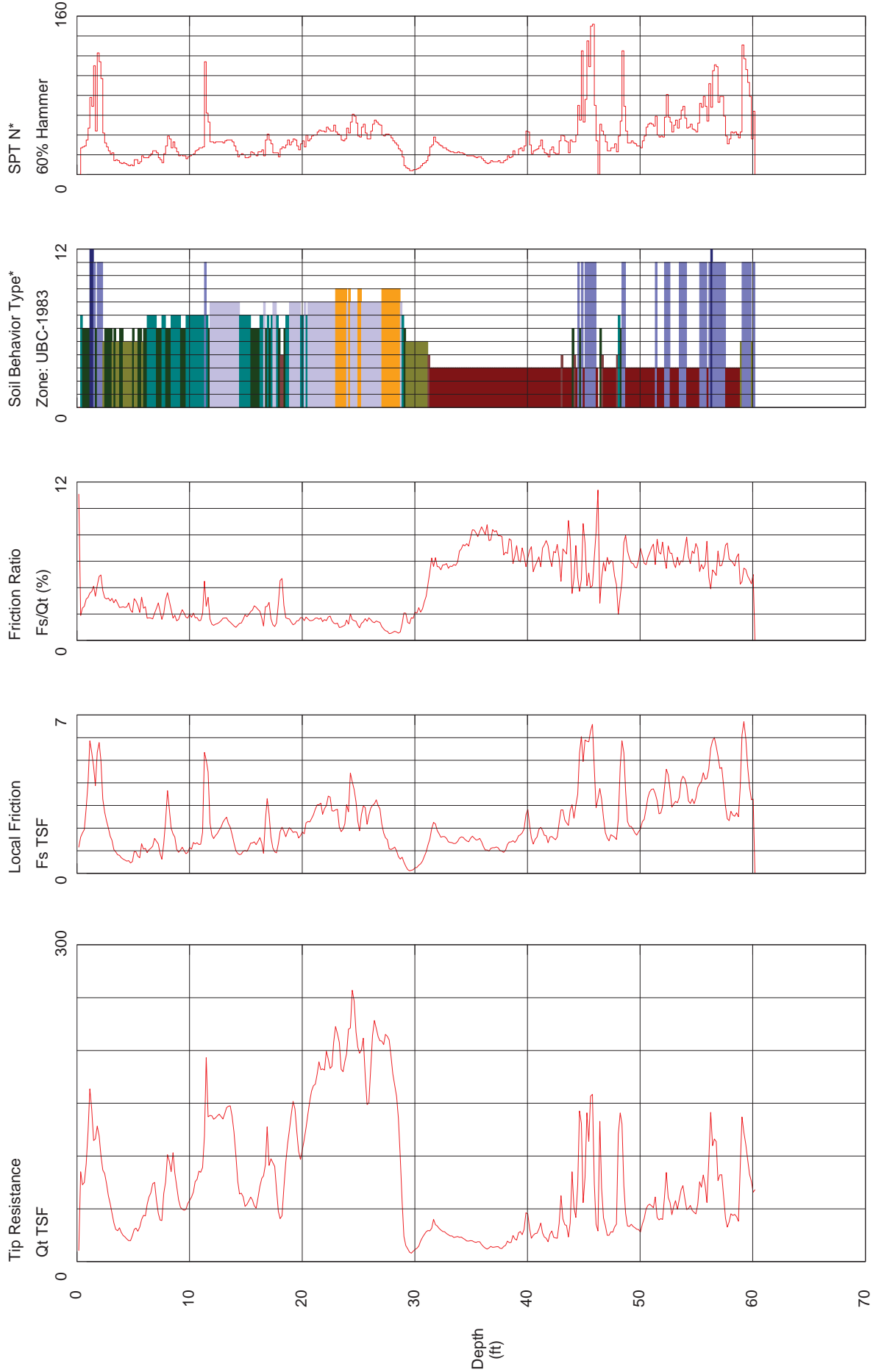
- 1 sensitive fine grained clay
 - 2 organic material
 - 3 clay
 - 4 silty clay to clay
 - 5 clayey silt to silty clay
 - 6 sandy silt to clayey silt
 - 7 silty sand to sandy silt
 - 8 sand to silty sand
 - 9 sand
 - 10 gravelly sand to sand
 - 11 very stiff fine grained (*)
 - 12 sand to clayey sand (*)
- Maximum Depth = 60.20 feet
 Depth Increment = 0.164 feet

*Soil behavior type and SPT based on data from UBC-1983

Group Delta Consultants

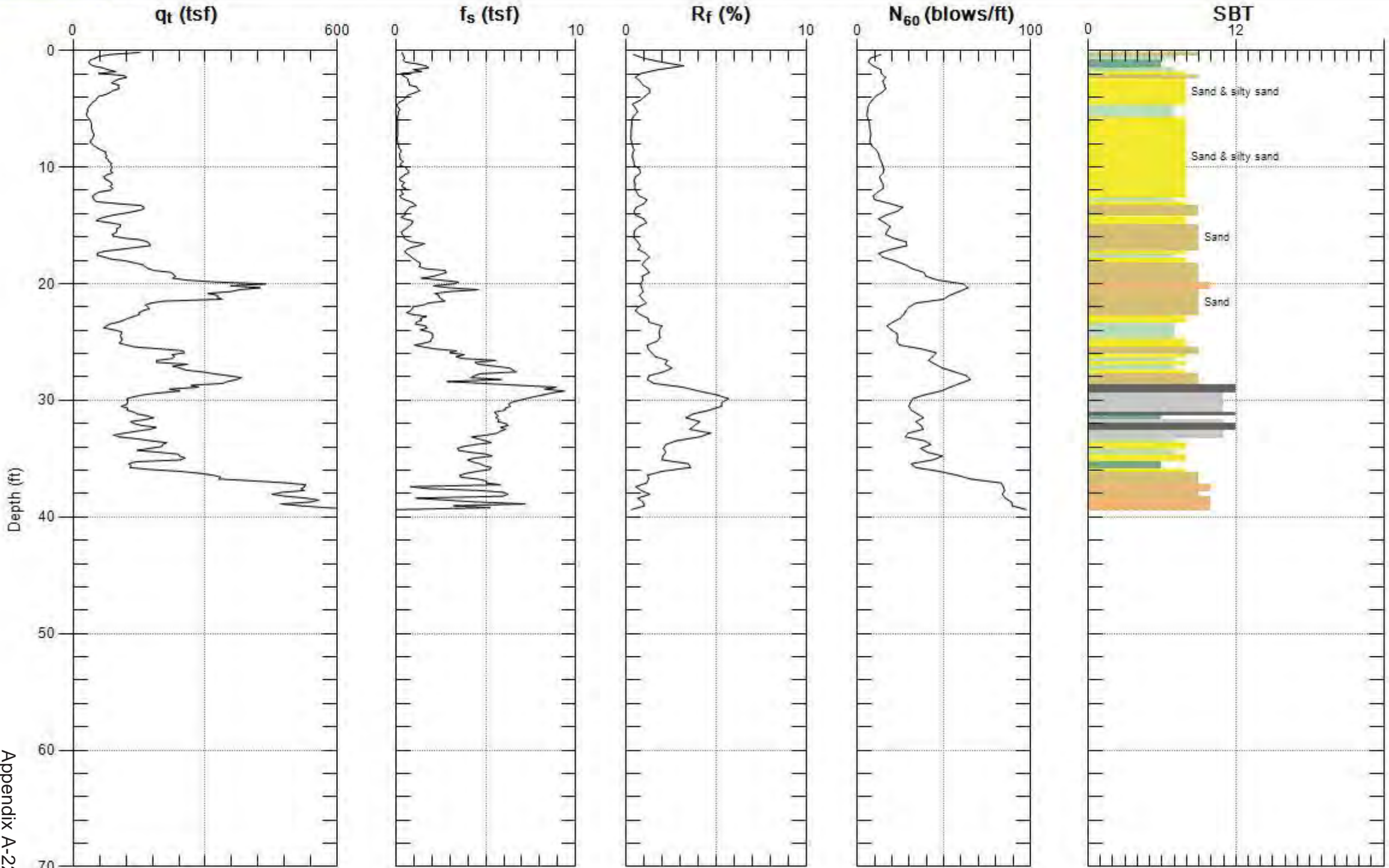
Operator: SA-RA
 Sounding: CPT-17
 Cone Used: DSG1104

CPT Date/Time: 10/22/2013 2:11:19 PM
 Location: Yucca
 Job Number: LA-1161



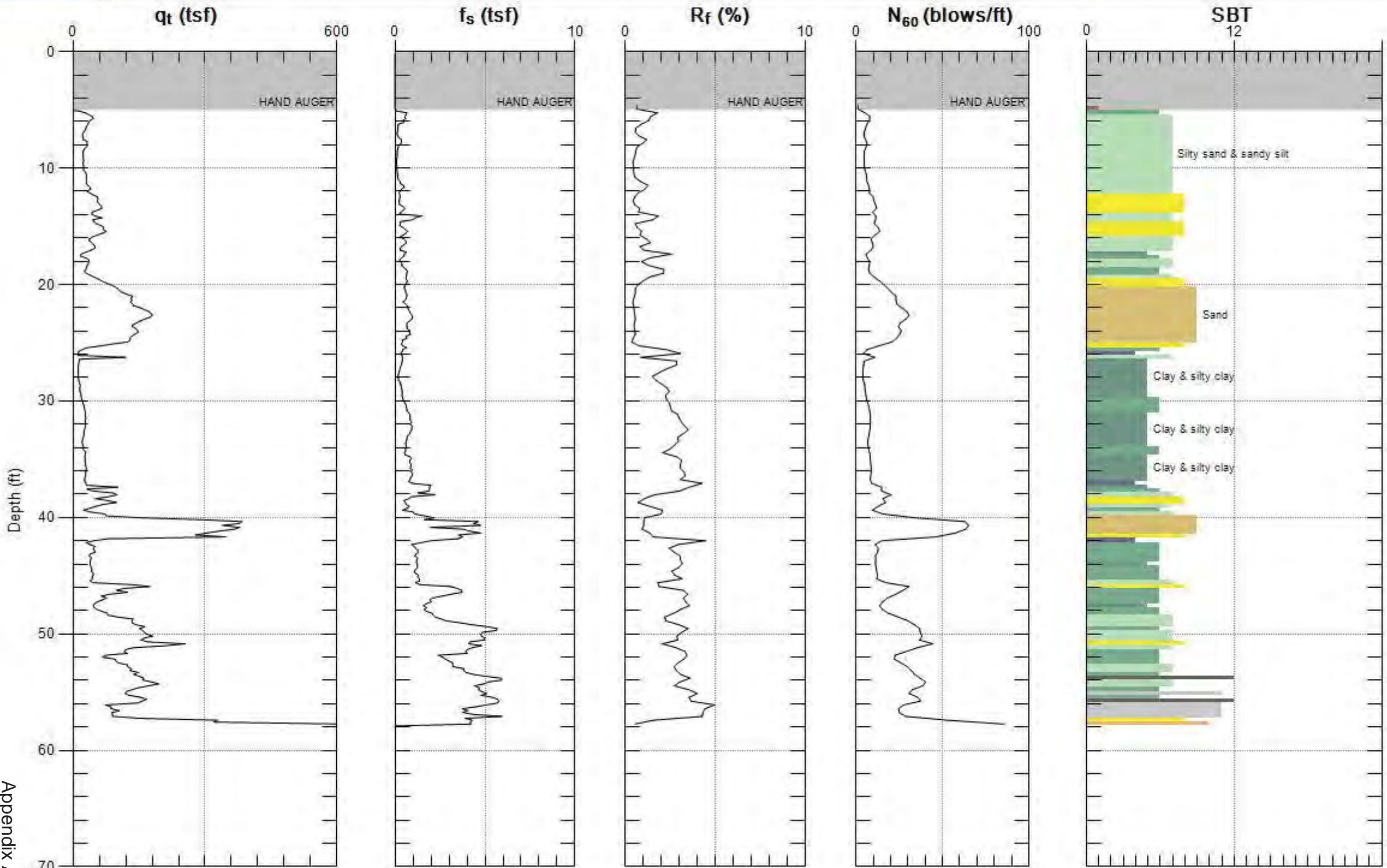
- 1 sensitive fine grained
 - 2 organic material
 - 3 clay
 - 4 silty clay to clay
 - 5 clayey silt to silty clay
 - 6 sandy silt to clayey silt
 - 7 silty sand to sandy silt
 - 8 sand to silty sand
 - 9 sand
 - 10 gravelly sand to sand
 - 11 very stiff fine grained (*)
 - 12 sand to clayey sand (*)
- Maximum Depth = 60.20 feet
 Depth Increment = 0.164 feet

*Soil behavior type and SPT based on data from UBC-1983



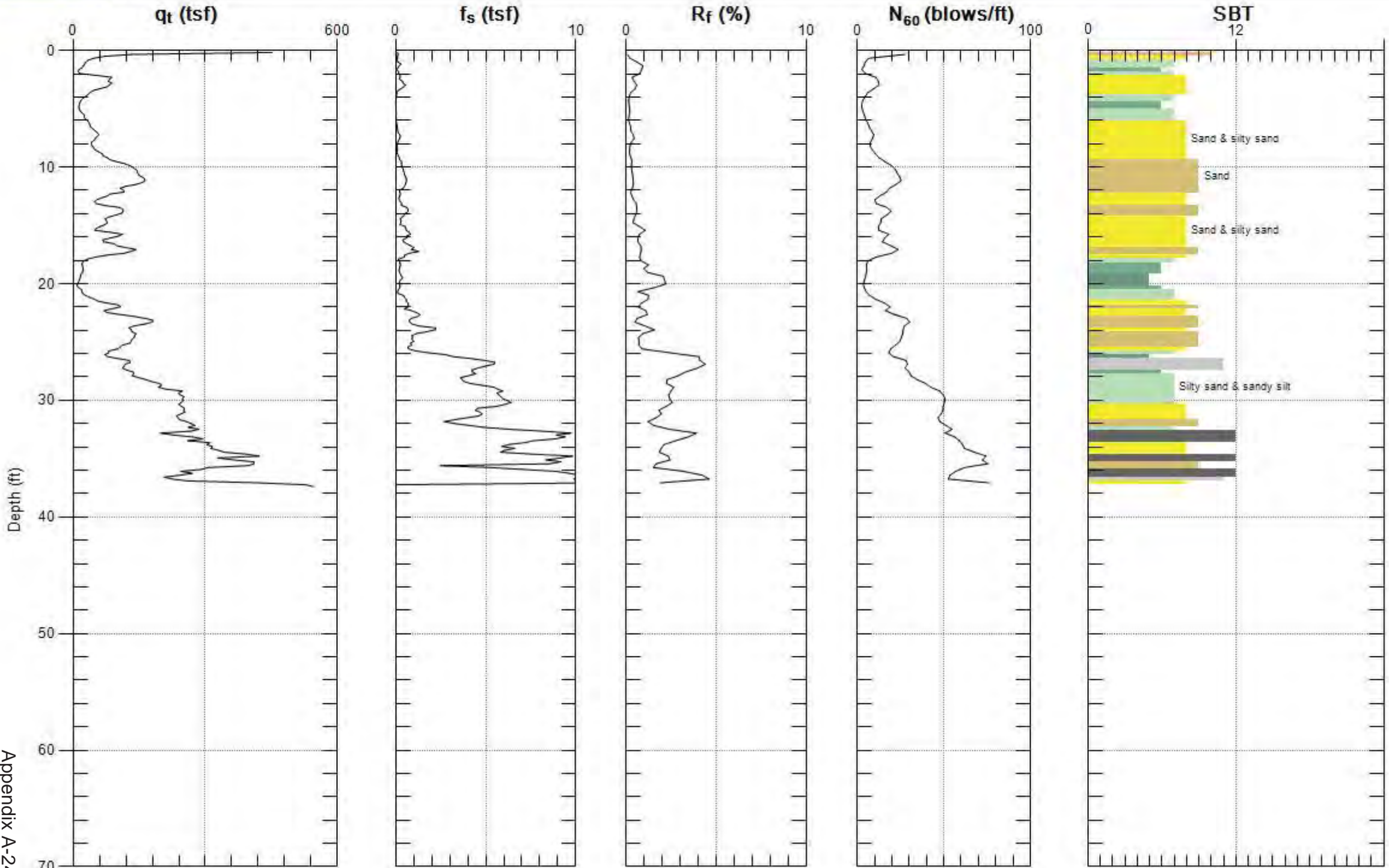
Max. Depth: 39.534 (ft)
Avg. Interval: 0.328 (ft)

SBT: Soil Behavior Type (Robertson 1990)



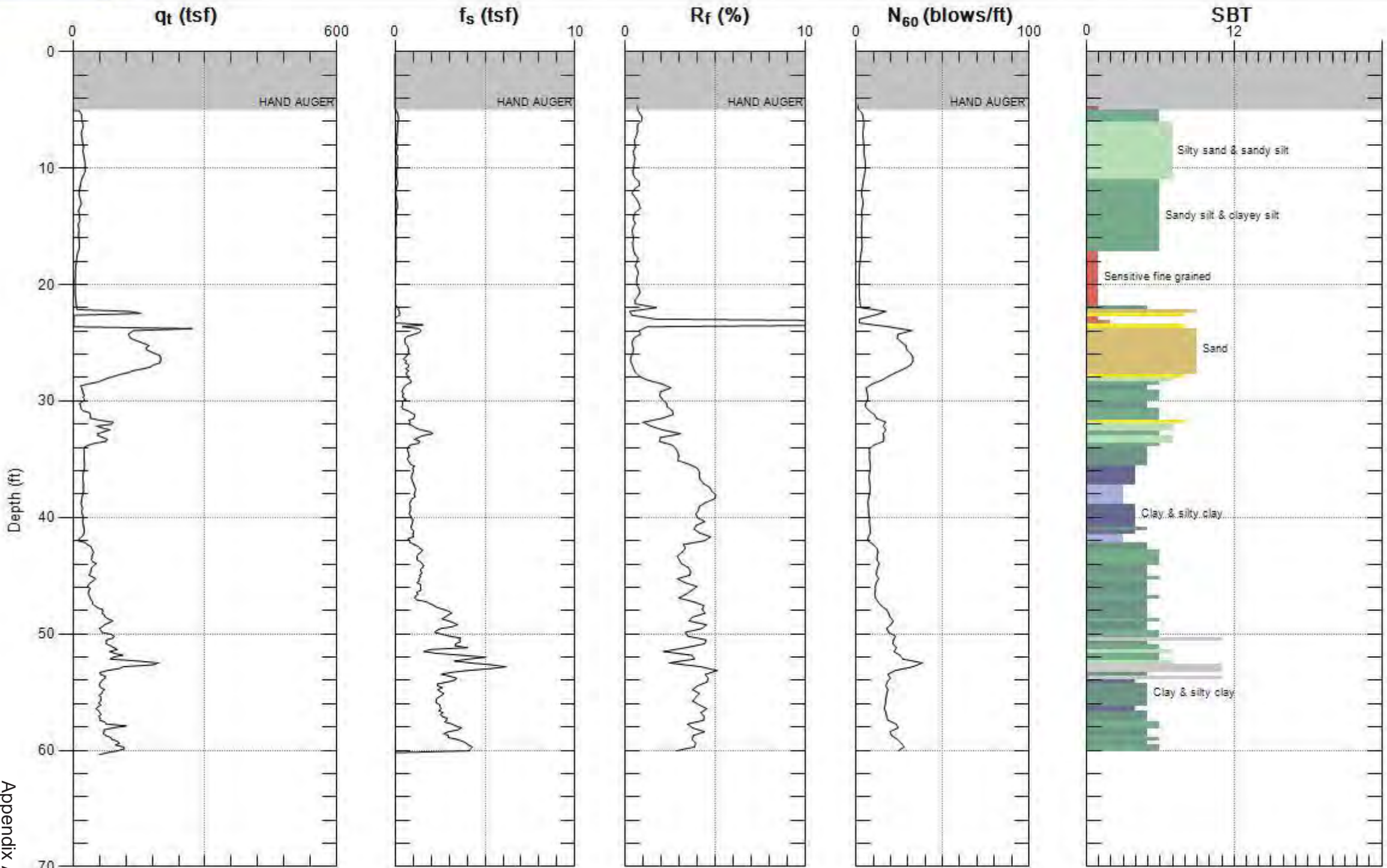
Max. Depth: 58.071 (ft)
Avg. Interval: 0.328 (ft)

SBT: Soil Behavior Type (Robertson 1990)



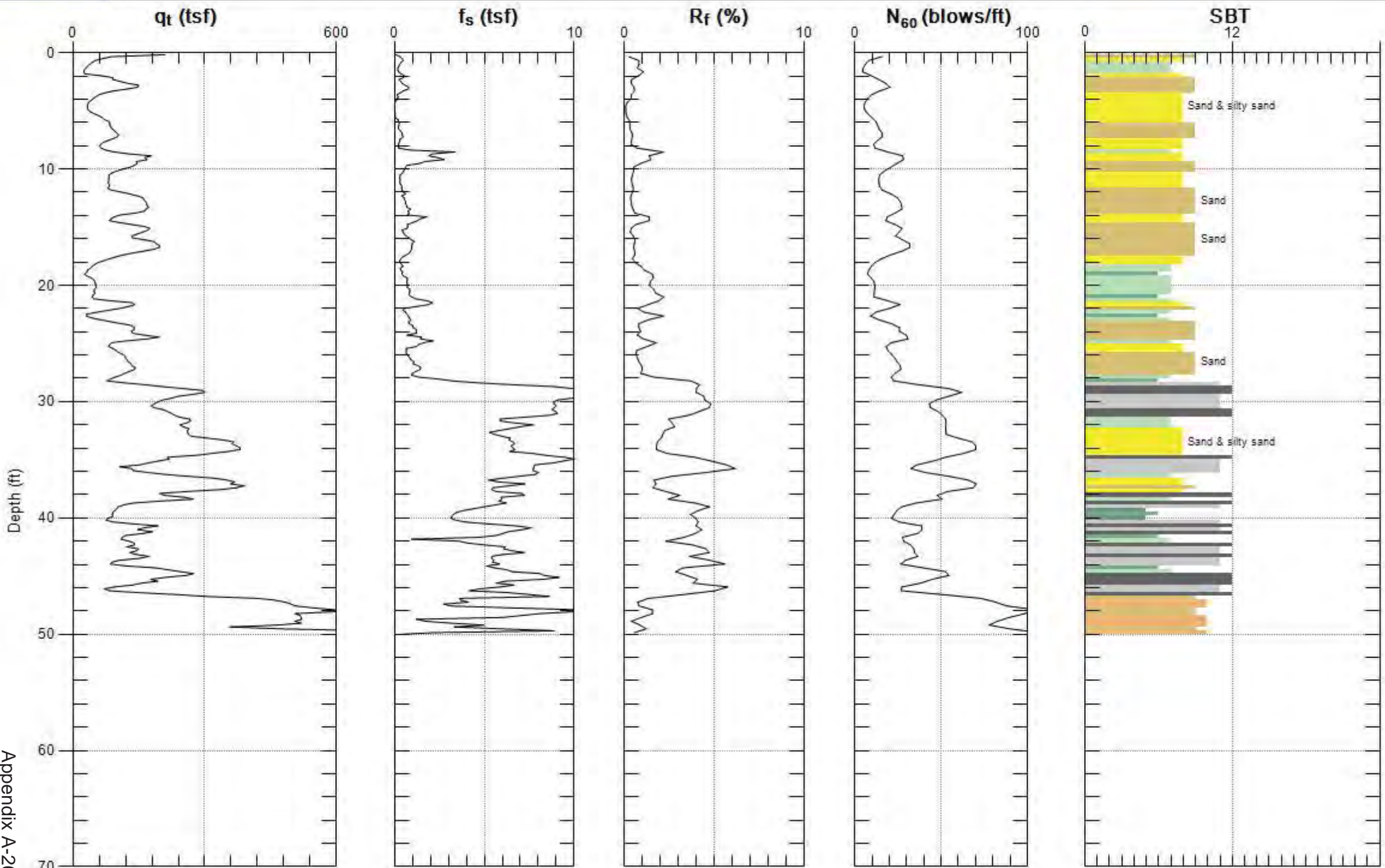
Max. Depth: 37.402 (ft)
Avg. Interval: 0.328 (ft)

SBT: Soil Behavior Type (Robertson 1990)



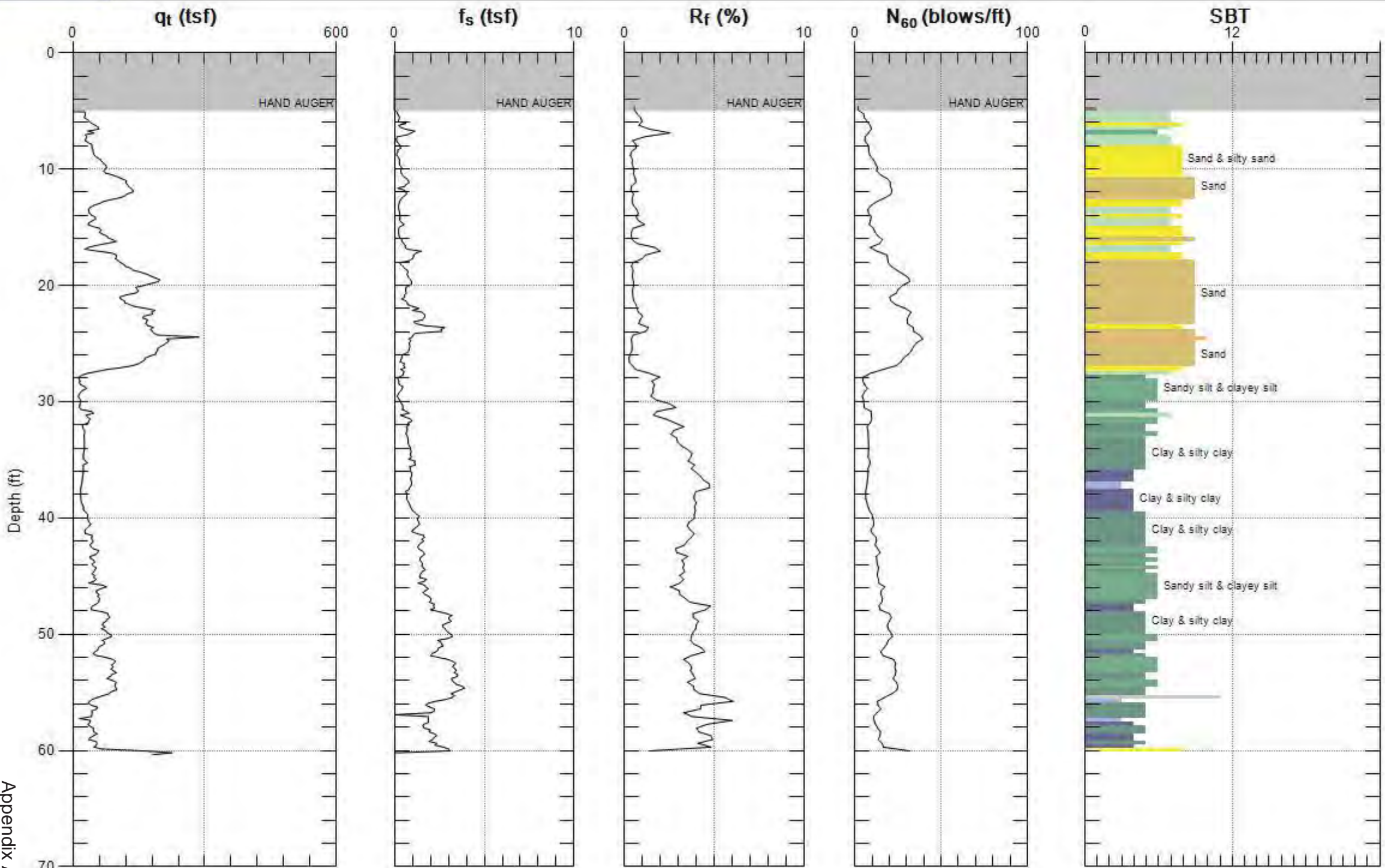
Max. Depth: 60.367 (ft)
Avg. Interval: 0.328 (ft)

SBT: Soil Behavior Type (Robertson 1990)



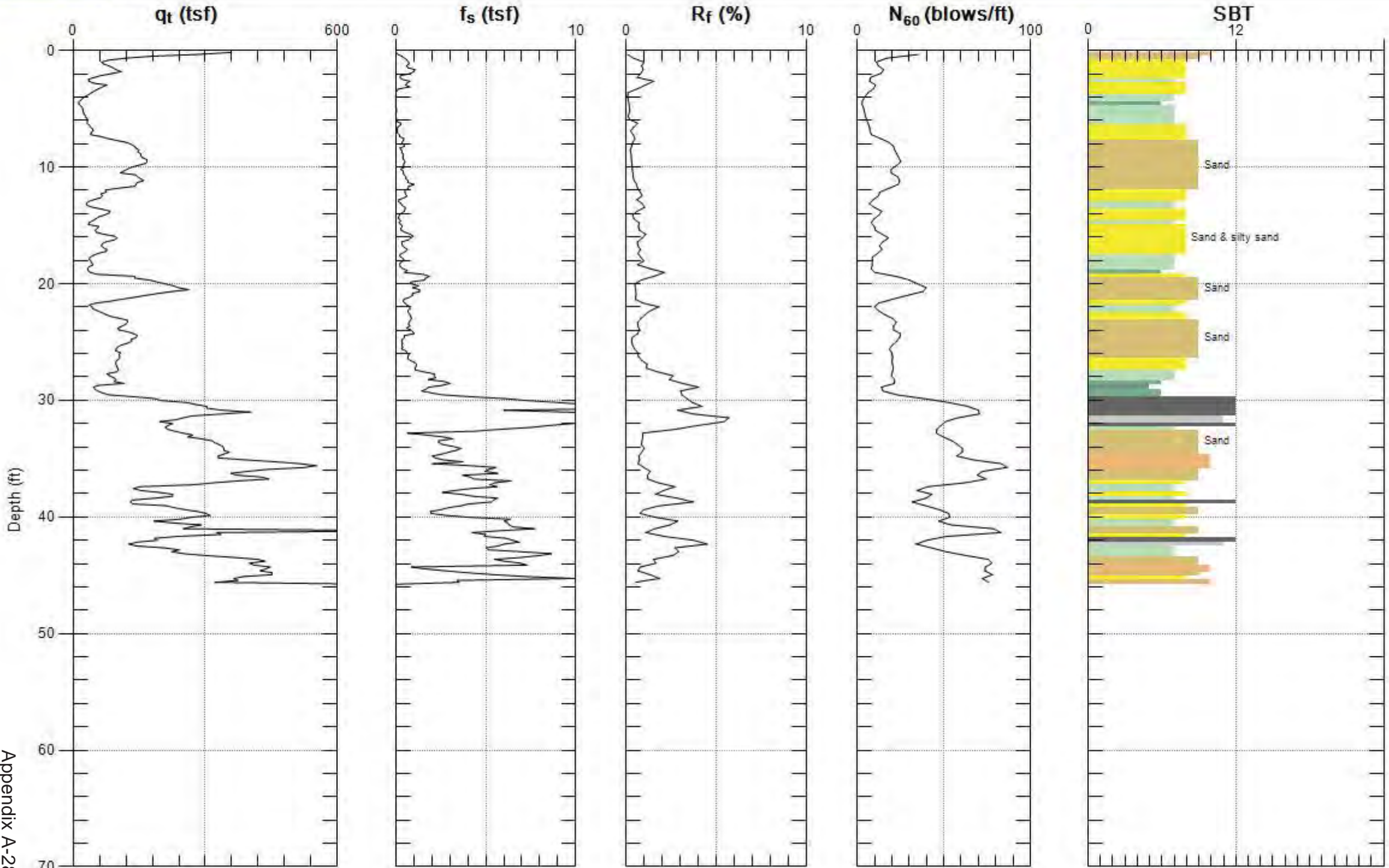
Max. Depth: 50.197 (ft)
Avg. Interval: 0.328 (ft)

SBT: Soil Behavior Type (Robertson 1990)



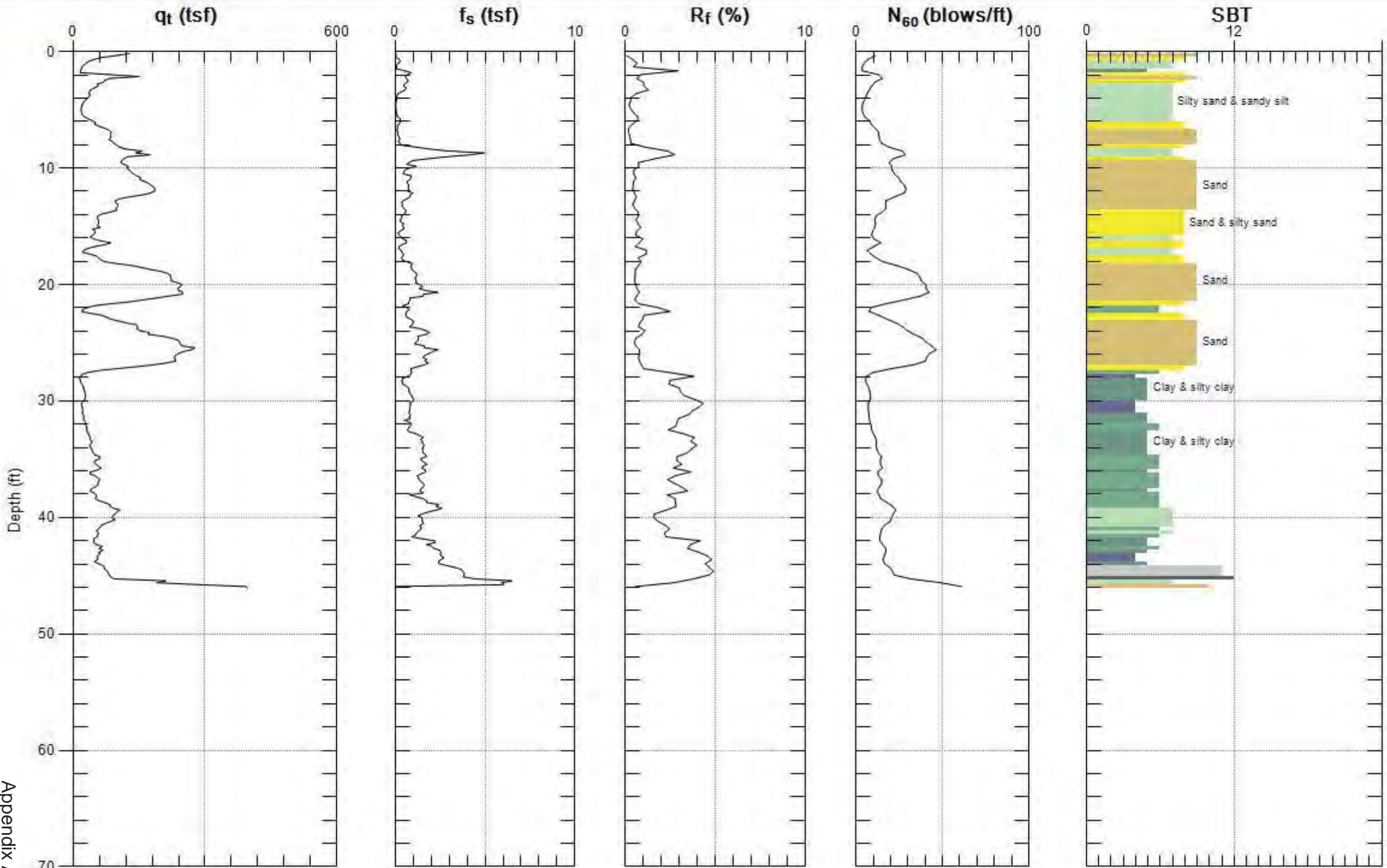
Max. Depth: 60.367 (ft)
Avg. Interval: 0.328 (ft)

SBT: Soil Behavior Type (Robertson 1990)



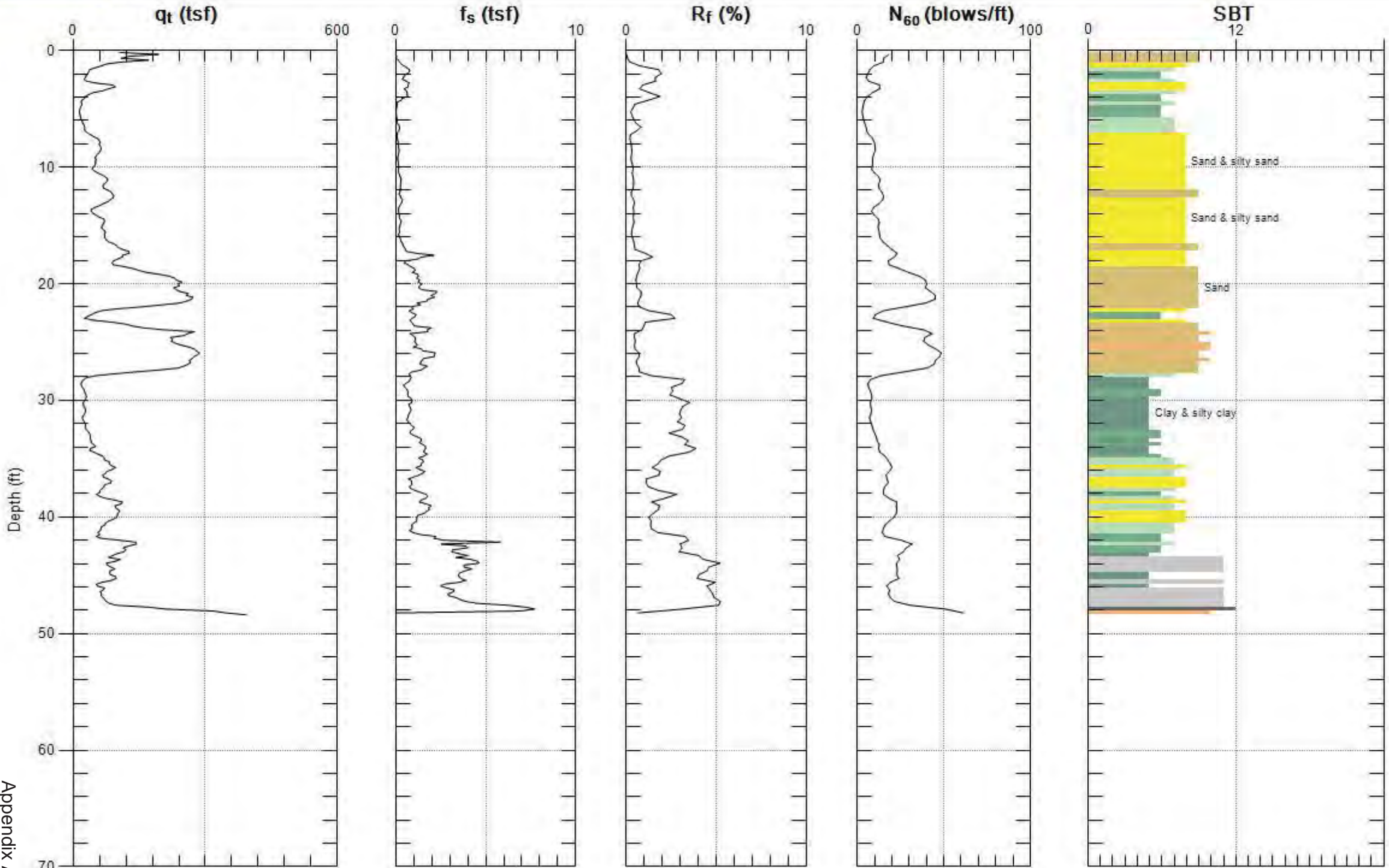
Max. Depth: 45.932 (ft)
Avg. Interval: 0.328 (ft)

SBT: Soil Behavior Type (Robertson 1990)



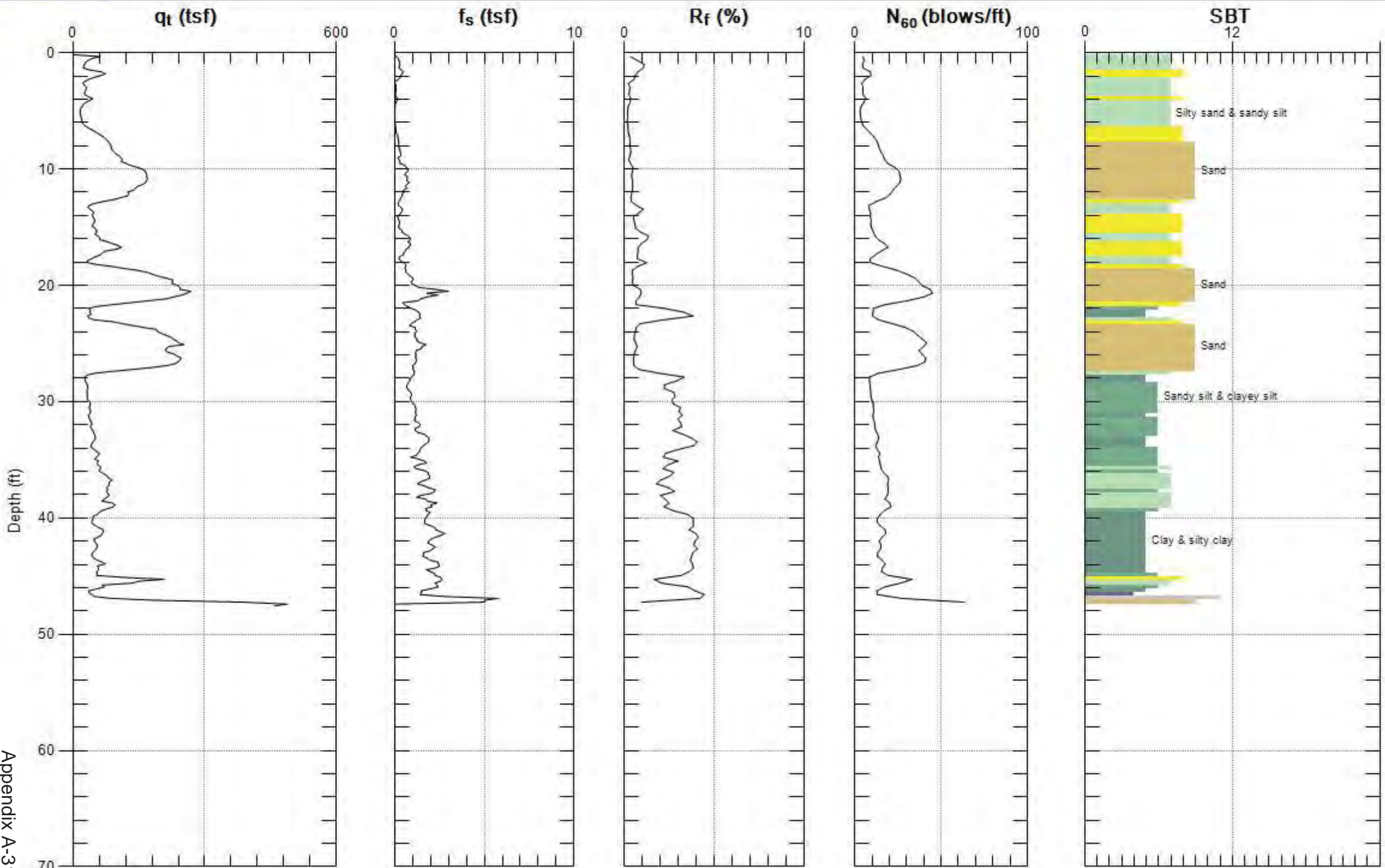
Max. Depth: 46.096 (ft)
Avg. Interval: 0.328 (ft)

SBT: Soil Behavior Type (Robertson 1990)



Max. Depth: 48.392 (ft)
Avg. Interval: 0.328 (ft)

SBT: Soil Behavior Type (Robertson 1990)



Max. Depth: 47.572 (ft)
Avg. Interval: 0.328 (ft)

SBT: Soil Behavior Type (Robertson 1990)

LOG OF CORE BORING		PROJECT NAME SSV	PROJECT NUMBER	BORING B-1
SITE LOCATION 6230 Yucca Street, Hollywood, Ca		DATE(S) DRILLED 10/23/13 to 10/23/13	LOGGED BY SS	SHEET NO. 1 of 4
DRILLING METHOD Hollow Stem Auger		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 60
DRILL RIG TYPE CME 95		DRILLED BY Gregg In-Situ Drilling	INCLINATION FROM VERTICAL/BEARING 0 degrees	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 406	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/NUMBER						
405								Asphalt at surface. Drilled down to 5 feet without sampling. Fill. Artificial Fill (Qaf)					
5													
400		1						UPPER SAND UNIT (Qs)					
			1	2.1/5				SAND , Coarse to fine grained, some silt and fine gravel, humid to dry, granitic gravels were found in samples to be highly weathered with phenocrysts weathering to angular sand grains. Volcanic (basalt?) and meta-quartzite gravels found in the deposit were rounded to sub-rounded with slight to no weathering on the surface. Abundant sub-rounded quartz sand grains with frosted outer surface suggesting fluvial in origin, 10YR 5/3 (brown).					
		2											
10													
395		3						Clayey SAND , some fine gravels, humid, hard to break with fingers or cut with knife.					
			2	2.5/5									
		4											
15								MUD FLOW (Qm)					
390		5						Clayey SAND , grading down to silty sand, moist to humid, 5YR 4/4 reddish brown.					
			3	3.5/5									
		6						DEBRIS FLOW UNIT (Qdf)					
								Clayey SAND some fine gravels, hard to break with fingers and knife.					

GDC_ROCK_CORE_ENG_LA-1161 BORING LOGS WITH ROCK CORES.GPJ ROCK2.GDT 9/3/14








GROUP DELTA CONSULTANTS, INC.
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FIGURE a

LOG OF CORE BORING		PROJECT NAME SSV	PROJECT NUMBER	BORING B-1
SITE LOCATION 6230 Yucca Street, Hollywood, Ca		DATE(S) DRILLED 10/23/13 to 10/23/13	LOGGED BY SS	SHEET NO. 2 of 4
DRILLING METHOD Hollow Stem Auger		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 60
DRILL RIG TYPE CME 95		DRILLED BY Gregg In-Situ Drilling	INCLINATION FROM VERTICAL/BEARING 0 degrees	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 406	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/NUMBER						
385		7							Clayey SAND , some fine gravel with majority volcanic with some meta quartzite, humid to moist, crumbles into chunks between fingers, 3-inch gravel zone at the base (23 feet).				
			4	2.6/5									
		8							Sandy to Silty CLAY moist, plastic, 10YR 4/4 (dark yellowish brown), mottled to 10YR 6/1 (light gray to gray).				
25													
	380	9							Clayey SAND fine grained sand.				
			5	4/5									
		10							SAND to Clayey SAND wet, 10YR 4/6 (strong brown), in contact with silty clay at 34 feet, 7.5 YR 4/6 (strong brown). Ground water				
30													
	375	11							Clayey SAND mottled 7.5 YR 4/6 (strong brown) to 2.5 Y 5/4 (light olive brown), sand mostly fine to silt throughout.				
			6	3.5/5									
		12											
	35												
	370	13											
			7	2.8/5									
		14											

GDC_ROCK_CORE_ENG_LA-1161 BORING LOGS WITH ROCK CORES.GPJ ROCK2.GDT 9/3/14



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FIGURE b

LOG OF CORE BORING		PROJECT NAME SSV	PROJECT NUMBER	BORING B-1
SITE LOCATION 6230 Yucca Street, Hollywood, Ca		DATE(S) DRILLED 10/23/13 to 10/23/13	LOGGED BY SS	SHEET NO. 3 of 4
DRILLING METHOD Hollow Stem Auger		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 60
DRILL RIG TYPE CME 95		DRILLED BY Gregg In-Situ Drilling	INCLINATION FROM VERTICAL/BEARING 0 degrees	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 406	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/NUMBER						
365	15	8	5/5					CLAY to Silty CLAY moist, hard, fractures into angular blocks, squeezes when pinched between fingers, 5Y 5/2 (olive gray), coarse sand at 43.5 feet for 2-inches and at tip.					
45	360	17	9	2.8/5				SAND to Clayey SAND wet to saturated, some silt, sand sub-rounded to sub-angular, abundant quartz with trace of mica and heavy minerals, 7.5 YR 5/4 (brown).					
50	355	19	10	2.6/5				Silty to Sandy CLAY to Clayey SILT, 7.5 YR 4/4 (brown).					
55	350	21	11	5/5				Gravel and Sand Conglomerate wet, poorly cemented, angular to subangular clasts.					
								MODELO FORMATION (Tm) SILTSTONE wet, thinly bedded with sandstone.					

GDC_ROCK_CORE_ENG_LA-1161 BORING LOGS WITH ROCK CORES.GPJ ROCK2.GDT 9/3/14



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FIGURE c

LOG OF CORE BORING		PROJECT NAME SSV	PROJECT NUMBER	BORING B-1
SITE LOCATION 6230 Yucca Street, Hollywood, Ca		DATE(S) DRILLED 10/23/13 to 10/23/13	LOGGED BY SS	SHEET NO. 4 of 4
DRILLING METHOD Hollow Stem Auger		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 60
DRILL RIG TYPE CME 95		DRILLED BY Gregg In-Situ Drilling	INCLINATION FROM VERTICAL/BEARING 0 degrees	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 406	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/ NUMBER						
345									Total Depth: 60 Feet bsg Groundwater: Encountered at 33 Feet Boring backfilled with tamped cuttings				
65													
340													
70													
335													
75													
330													

GDC_ROCK_CORE_ENG_LA-1161 BORING LOGS WITH ROCK CORES.GPJ ROCK2.GDT 9/3/14



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FIGURE d

LOG OF CORE BORING		PROJECT NAME SSV	PROJECT NUMBER	BORING B-2
SITE LOCATION 6230 Yucca Street, Hollywood, Ca		DATE(S) DRILLED 10/23/13 to 10/23/13	LOGGED BY SS	SHEET NO. 1 of 4
DRILLING METHOD Hollow Stem Auger		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 60
DRILL RIG TYPE CME 95		DRILLED BY Gregg In-Situ Drilling	INCLINATION FROM VERTICAL/BEARING 0 degrees	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 407	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/NUMBER						
405								Asphalt at surface. Drilled down to 5 feet without sampling. Fill. Artificial Fill (Qaf)					
5		1	1	1.5/5				UPPER SAND UNIT (Qs)					
400													
10		3	2	1.25/5				SAND , coarse to fine grained, some silt and fine gravel, humid to dry, granitic gravels were found in samples to be highly weathered with phenocrysts weathering to angular sand grains. Volcanic (basalt?) and meta-quartzite gravels found in the deposit were rounded to sub-rounded with slight to no weathering on the surface. Abundant sub-rounded quartz sand grains with frosted outer surface suggesting fluvial in origin. Clayey zones throughout 10YR 4/6 (brown). Clayey SAND , humid, mild soil development, crumbles with fingers, abundant rootlet casts and wormholes, holes coated with clay.					
395													
15		4	3	2/2.5				Gravel CONGLOMERATE with clayey sand matrix 5YR 4/4 (reddish brown) grading down to a clayey sand minus gravel 7.5 YR 5/4 (brown). Abundant rootlets and wormholes, platy fracture in sand perpendicular to core barrel.					
390													
		6	3	2.2/2.5				SAND , coarse to fine grained, some silt and fine gravel, humid to dry, granitic gravels were found in samples to be highly weathered with phenocrysts weathering to angular sand grains. Volcanic (basalt?) and meta-quartzite gravels found in the deposit were rounded to sub-rounded with slight to no weathering on the surface. Abundant sub-rounded quartz sand grains					

GDC_ROCK_CORE_ENG_LA-1161 BORING LOGS WITH ROCK CORES.GPJ ROCK2.GDT 9/3/14



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FIGURE a

LOG OF CORE BORING		PROJECT NAME SSV	PROJECT NUMBER	BORING B-2
SITE LOCATION 6230 Yucca Street, Hollywood, Ca		DATE(S) DRILLED 10/23/13 to 10/23/13	LOGGED BY SS	SHEET NO. 2 of 4
DRILLING METHOD Hollow Stem Auger		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 60
DRILL RIG TYPE CME 95		DRILLED BY Gregg In-Situ Drilling	INCLINATION FROM VERTICAL/BEARING 0 degrees	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 407	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES	
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/NUMBER							
385		7		2.8/3					mixed in the alluvium with frosted outer surface suggesting fluvial in origin. -Mild soil development, 10 YR 4/4 (Dark Yellowish Brown), crumbles between fingers, angular contact with sand below. MUD FLOW (Qm)					
		4							Clayey SAND to Silty Clay slight to moderate soil development, crumbles in to blocky pieces between fingers 7.5 YR 4/6 (Strong Brown), with claystone and siltstone with layers of gravel conglomerate and reddish clay infilling the gravel, mottled 5YR 4/4 (Reddish Brown) and 10YR 6/1 (Gray). DEBRIS FLOW (Qdf)					
25		8		2.8/3										
380		9		2.2/2.5						Clayey SAND and Gravel mix of sands and gravel with clods of weathered bedrock, clay, and siltstone.				
		5												
30		10		2.5/2.5										
375		11		2.4/2.5										
		6												
35		12		2.4/2.5						Ground water				
370		13		2.25/2.5										
		7												
		14		2.15/2.5						Increase in clay, and weathered bedrock.				

GDC_ROCK_CORE_ENG_LA-1161 BORING LOGS WITH ROCK CORES.GPJ ROCK2.GDT 9/3/14



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FIGURE b

LOG OF CORE BORING		PROJECT NAME SSV	PROJECT NUMBER	BORING B-2
SITE LOCATION 6230 Yucca Street, Hollywood, Ca		DATE(S) DRILLED 10/23/13 to 10/23/13	LOGGED BY SS	SHEET NO. 3 of 4
DRILLING METHOD Hollow Stem Auger		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 60
DRILL RIG TYPE CME 95		DRILLED BY Gregg In-Situ Drilling	INCLINATION FROM VERTICAL/BEARING 0 degrees	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 407	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/ NUMBER						
	365	15	2.5/2.5					Weathered Zone					
			8										
		16	2.3/2.5										
	45							MODELO FORMATION (Tm)					
								Siltstone and Sandstone thinly interbedded, wet.					
		17	2.5/2.5										
	360												
			9										
		18	2.5/2.5										
	50												
		19	2.5/2.5										
	355												
			10										
		20	2.35/2.5										
	55												
	350	21	11 5/5										

GDC_ROCK_CORE_ENG_LA-1161 BORING LOGS WITH ROCK CORES.GPJ ROCK2.GDT 9/3/14



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FIGURE c

LOG OF CORE BORING		PROJECT NAME SSV	PROJECT NUMBER	BORING B-2
SITE LOCATION 6230 Yucca Street, Hollywood, Ca		DATE(S) DRILLED 10/23/13 to 10/23/13	LOGGED BY SS	SHEET NO. 4 of 4
DRILLING METHOD Hollow Stem Auger		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 60
DRILL RIG TYPE CME 95		DRILLED BY Gregg In-Situ Drilling	INCLINATION FROM VERTICAL/BEARING 0 degrees	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 407	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/ NUMBER						
345								Total Depth: 60 Feet bgs Groundwater: Encountered at 34 Feet Boring backfilled with tamped cuttings					
65													
340													
70													
335													
75													
330													

GDC_ROCK_CORE_ENG_LA-1161 BORING LOGS WITH ROCK CORES.GPJ ROCK2.GDT 9/3/14



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FIGURE d

LOG OF CORE BORING		PROJECT NAME SSV	PROJECT NUMBER	BORING B-3
SITE LOCATION 6230 Yucca Street, Hollywood, Ca		DATE(S) DRILLED 10/24/13 to 10/24/13	LOGGED BY SS	SHEET NO. 1 of 3
DRILLING METHOD Hollow Stem Auger		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 50
DRILL RIG TYPE CME 95		DRILLED BY Gregg In-Situ Drilling	INCLINATION FROM VERTICAL/BEARING 0 degrees	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 409	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/ NUMBER						
								Asphalt at surface. Drilled down to 5 feet without sampling. Fill. Artificial Fill (Qaf)					
	405												
5		1		1.5/2.5									
			1										
	400	2		2/2.5				UPPER SAND UNIT (Qs)					
10			3	1.5/2.5				SAND , coarse to fine grained, some silt and fine gravel to cobbles throughout, humid to dry, granitic gravels in samples were highly weathered with phenocrysts weathering to angular sand to fine gravel. Zones of fine clayey sands 10YR 4/6 dark yellowish brown, abundant quartz and mica. Volcanic (basalt?) and meta-quartzite gravels deposits were rounded to sub-rounded with slight to no weathering on the surface. Abundant sub-rounded quartz sand grains with frosted outer surface suggesting fluvial in origin. Clayey zones throughout 10YR 4/4 dark yellowish brown.					
			2										
	395	4		1.5/2.5									
15			5	1.1/2.5									
			3										
	390	6		2.2/2.5				-Layer of Clayey SAND, humid, mild soil development, crumbles with fingers, abundant rootlet casts and wormholes, holes coated with clay, approximately 1.5					

GDC_ROCK_CORE_ENG_LA-1161 BORING LOGS WITH ROCK CORES.GPJ ROCK2.GDT 9/3/14



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FIGURE a

LOG OF CORE BORING		PROJECT NAME SSV	PROJECT NUMBER	BORING B-3
SITE LOCATION 6230 Yucca Street, Hollywood, Ca		DATE(S) DRILLED 10/24/13 to 10/24/13	LOGGED BY SS	SHEET NO. 2 of 3
DRILLING METHOD Hollow Stem Auger		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 50
DRILL RIG TYPE CME 95		DRILLED BY Gregg In-Situ Drilling	INCLINATION FROM VERTICAL/BEARING 0 degrees	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 409	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/ NUMBER						
		7		2.4/2.5				feet in thickness					
		4											
	385	8		1.5/2.5									
	25												
		9		1.1/2.5				Clayey SAND to Silty CLAY matrix mostly gravel conglomerate with reddish clay infilling gravel, 5YR 4/6 (strong brown), mottled to 10YR 6/1 (light gray to gray). MUD FLOW (Qm)					
		5						CLAY with Silt mottled 5.5 YR 5/3 to 10 YR 5/4 (Yellowish Brown).					
	380	10		2.5/2.5				Ground water					
	30												
		11		3.0/3.0				Sandy CLAY , mild soil development, with trace of fine gravel, 7.5 YR 3/2 (dark brown) crumbles between fingers, moist to wet.					
		6											
	375	12		2.0/2.0				DEBRIS FLOW (Qdf) Conglomerate clayey sand matrix, mostly gravel and cobbles size clasts, abundant meta-quartzite, 7.5 YR 4/4 (Brown to Dark Brown)					
	35												
		13		2.0/2.5									
		7											
	370	14		1.75/2.5									

GDC_ROCK_CORE_ENG_LA-1161 BORING LOGS WITH ROCK CORES.GPJ ROCK2.GDT 9/3/14



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FIGURE b

LOG OF CORE BORING		PROJECT NAME SSV	PROJECT NUMBER	BORING B-3
SITE LOCATION 6230 Yucca Street, Hollywood, Ca		DATE(S) DRILLED 10/24/13 to 10/24/13	LOGGED BY SS	SHEET NO. 3 of 3
DRILLING METHOD Hollow Stem Auger		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 50
DRILL RIG TYPE CME 95		DRILLED BY Gregg In-Situ Drilling	INCLINATION FROM VERTICAL/BEARING 0 degrees	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 409	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/ NUMBER						
		15	2.0	2.5				△ △ △ △	Clayey SAND to Silty SAND with fine gravel streaks of clay 7.5 R 3/6 (dark red).				
		8							<u>MODELO FORMATION (Tm)</u>				
	365	16	2.5	2.5					Siltstone and Claystone thin bedded, wet. Siltstone 10YR 6/4 (light yellowish brown) and claystone 5Y6/1 (gray),				
45													
		17	93.75	5.0									
	360												
50									Total Depth: 50 Feet bsg Groundwater: Encountered at 29 Feet Boring backfilled with tamped cuttings				
	355												
55													
	350												

GDC_ROCK_CORE_ENG_LA-1161 BORING LOGS WITH ROCK CORES.GPJ ROCK2.GDT 9/3/14



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FIGURE c

LOG OF CORE BORING		PROJECT NAME SSV	PROJECT NUMBER	BORING B-4
SITE LOCATION 6230 Yucca Street, Hollywood, Ca		DATE(S) DRILLED 10/24/13 to 10/24/13	LOGGED BY SS	SHEET NO. 2 of 3
DRILLING METHOD Hollow Stem Auger		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 40
DRILL RIG TYPE CME 95		DRILLED BY Gregg In-Situ Drilling	INCLINATION FROM VERTICAL/BEARING 0 degrees	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 412	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/NUMBER						
390		7	1.33/2.5					Brown), approximately 6" thick.					
		4						-Mild soil development, 10 YR 4/6 (Dark Yellowish Brown), approximately 6" thick.					
25		8	1.58/2.5					-Mild soil development, 10 YR 4/6 (Dark Yellowish Brown), approximately 6" thick.					
		9	1.5/2.5										
	385	5											
		10	1.08/2.5					SAND , moderately well developed soil, when sandy, color ranges from 10 YR 3/3 (dark brown) to 10 YR 3/6 (dark yellow brown), breaks into angular blocks, clay coatings on sand grains. Ground water					
30								MUD FLOW (Qm)					
		11	1.42/2.5					Sandy CLAY , fine to medium grained with some clayey sand, 7.5 YR 4/4 (brown).					
	380	6											
		12	1.5/2.5										
35													
		13	2.5/2.5					MODELO FORMATION (Tm)					
	375	7						Siltstone and Claystone very weathered, residual bedding, some carbonate veins and nodules, mottled 2.5 Y 5/6 (light olive brown) to 5 Y 5/0 (gray), thin bedded, wet.					
		14	2.5/2.5										

GDC_ROCK_CORE_ENG_LA-1161 BORING LOGS WITH ROCK CORES.GPJ ROCK2.GDT 9/3/14



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FIGURE b

LOG OF CORE BORING		PROJECT NAME SSV	PROJECT NUMBER	BORING B-4
SITE LOCATION 6230 Yucca Street, Hollywood, Ca		DATE(S) DRILLED 10/24/13 to 10/24/13	LOGGED BY SS	SHEET NO. 3 of 3
DRILLING METHOD Hollow Stem Auger		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 40
DRILL RIG TYPE CME 95		DRILLED BY Gregg In-Situ Drilling	INCLINATION FROM VERTICAL/BEARING 0 degrees	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 412	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/ NUMBER						
370								Total Depth: 40 Feet bsg Groundwater: Encountered at 29 Feet Boring backfilled with tamped cuttings					
45													
365													
50													
360													
55													
355													

GDC_ROCK_CORE_ENG_LA-1161 BORING LOGS WITH ROCK CORES.GPJ ROCK2.GDT 9/3/14

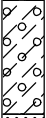
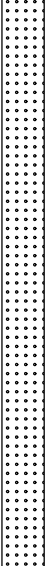


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FIGURE c

LOG OF CORE BORING		PROJECT NAME SSV	PROJECT NUMBER	BORING B-5
SITE LOCATION 6230 Yucca Street, Hollywood, Ca		DATE(S) DRILLED 10/25/13 to 10/25/13	LOGGED BY SS	SHEET NO. 1 of 3
DRILLING METHOD Hollow Stem Auger		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 50
DRILL RIG TYPE CME 95		DRILLED BY Gregg In-Situ Drilling	INCLINATION FROM VERTICAL/BEARING 0 degrees	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 411	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/NUMBER						
410								Asphalt at surface. Drilled down to 5 feet without sampling. Fill. Artificial Fill (Qaf)					
5													
405		1		1.67/2.5				 UPPER SAND UNIT (Qs) Silty SAND, dry, brown, with roots and rootlets.					
			1										
		2		2/2.5									
10								 SAND , Coarse to fine grained, some gravel, humid to dry, gravels scattered throughout from fine grained to 1 1/2 inch consisting mostly of volcanic (basalt?) to decomposing clasts of granite. The granitic clasts were found in samples to be highly weathered with phenocrysts weathering to angular sand grains. Volcanic (basalt?) gravels found in the deposit were rounded to sub-rounded with slight to mild weathering on the surface. Abundant sub-rounded quartz sand grains with frosted outer surface suggesting fluvial in origin. -Mild soil development, friable between fingers, angular contact with sand below, approximately 6" thick. 10 YR 4/4 (Dark Yellowish Brown).					
400		3		1.75/2.5									
			2										
		4		1.67/2.5									
15													
395		5		1.5/2.5									
			3										
		6		1.75/2.5									

GDC_ROCK_CORE_ENG_LA-1161 BORING LOGS WITH ROCK CORES.GPJ ROCK2.GDT 9/3/14

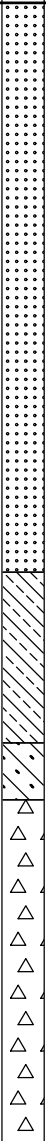


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FIGURE a

LOG OF CORE BORING		PROJECT NAME SSV	PROJECT NUMBER	BORING B-5
SITE LOCATION 6230 Yucca Street, Hollywood, Ca		DATE(S) DRILLED 10/25/13 to 10/25/13	LOGGED BY SS	SHEET NO. 2 of 3
DRILLING METHOD Hollow Stem Auger		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 50
DRILL RIG TYPE CME 95		DRILLED BY Gregg In-Situ Drilling	INCLINATION FROM VERTICAL/BEARING 0 degrees	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 411	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/NUMBER						
390		7		1.75/2.5				 <p>-Mild soil development, approximately 6" thick.</p> <p>SAND, wet, fine to coarse grained with some coarse to fine grained gravel with majority being coarse grained, gravel well to sub-rounded, sand mostly quartz, some gravel mostly consisting of volcanic and feldspar, zone well washed, 10YR 4/4 (dark yellowish brown).</p> <p>MUD FLOW (Qm)</p> <p>CLAY with Silt mottled 5.5 YR 5/3 to 10 YR 5/4 (Yellowish Brown).</p> <p>Silty SAND to Sandy Silty CLAY moderately developed soil, wet, yelds into blocks when pulled apart by hand, base of soil on gravel conglomerate.</p> <p>DEBRIS FLOW UNIT (Qdf)</p> <p>Gravel and Cobble Conglomerate granitic and volcanic composition, top of conglomerate has a clayey matrix similar to the soil above.</p> <p>Clayey SAND wet, trace to some gravel, 10 YR 4/4, (Dark Yellowish Brown).</p>					
			4										
		8		1.83/2.5									
25													
	385	9		1.92/2.5									
			5										
		10		1.75/2.5									
30													
	380	11		2.08/2.5									
			6										
		12		2.5/2.5									
35													
	375	13		3/3									
			7										
		14		1.33/2									

GDC_ROCK_CORE_ENG_LA-1161 BORING LOGS WITH ROCK CORES.GPJ ROCK2.GDT 9/3/14



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FIGURE b

LOG OF CORE BORING		PROJECT NAME SSV	PROJECT NUMBER	BORING B-5
SITE LOCATION 6230 Yucca Street, Hollywood, Ca		DATE(S) DRILLED 10/25/13 to 10/25/13	LOGGED BY SS	SHEET NO. 3 of 3
DRILLING METHOD Hollow Stem Auger		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 50
DRILL RIG TYPE CME 95		DRILLED BY Gregg In-Situ Drilling	INCLINATION FROM VERTICAL/BEARING 0 degrees	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 411	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/NUMBER						
370		15	8	1.33/5				Basal Conglomerate top of bedrock, poor core recovery from large cobbles. MODELO FORMATION (Tm) Claystone, well bedded with some siltstone and fine sandstone, trace large granitic cobbles.					
45		16	9	5/5									
50								Total Depth: 50 Feet bsg Groundwater: Encountered at 29 Feet Boring backfilled with tamped cuttings					
360													
55													
355													

GDC_ROCK_CORE_ENG_LA-1161 BORING LOGS WITH ROCK CORES.GPJ ROCK2.GDT 9/3/14



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FIGURE c

LOG OF CORE BORING		PROJECT NAME SSV	PROJECT NUMBER	BORING B-6
SITE LOCATION 6230 Yucca Street, Hollywood, Ca		DATE(S) DRILLED 10/25/13 to 10/25/13	LOGGED BY SS	SHEET NO. 1 of 4
DRILLING METHOD Hollow Stem Auger		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 60
DRILL RIG TYPE CME 95		DRILLED BY Gregg In-Situ Drilling	INCLINATION FROM VERTICAL/BEARING 0 degrees	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 405	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES	
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/NUMBER							
5	400							Asphalt at surface. Drilled down to 5 feet without sampling. Fill. Artificial Fill (Qaf)						
		1		2/2.5					UPPER SAND UNIT (Qs)					
			1				Silty SAND , dry, brown, with roots and rootlets. SAND , sand grains mostly rounded to well rounded quartz and feldspar, quartz grains frosted indicating fluvial in origin, increase in angular decomposing granitic gravels downward to 20 feet. Abundant silt near top. Volcanic gravel sub rounded, fresh when fractured. 10YR 5/3 (Brown). -Mild soil development, sand with clayey matrix.							
10	395	2		1.58/2.5										
			2											
		4		1.83/2.5										
15	390	5		1.42/2.5					-Well soil development, gravel-sand layer, platy fracture. Approx. 40K ybp					
			3											
		6		1.92/2.5				MUD FLOW (Qm) -Mild soil development, sand with clayey matrix, platy fracture, 10 YR 4/3 (Brown to Dark Brown).						
								DEBRIS FLOW UNIT (Qdf)						

GDC_ROCK_CORE_ENG_LA-1161 BORING LOGS WITH ROCK CORES.GPJ ROCK2.GDT 9/3/14



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FIGURE a

LOG OF CORE BORING		PROJECT NAME SSV	PROJECT NUMBER	BORING B-6
SITE LOCATION 6230 Yucca Street, Hollywood, Ca		DATE(S) DRILLED 10/25/13 to 10/25/13	LOGGED BY SS	SHEET NO. 2 of 4
DRILLING METHOD Hollow Stem Auger		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 60
DRILL RIG TYPE CME 95		DRILLED BY Gregg In-Situ Drilling	INCLINATION FROM VERTICAL/BEARING 0 degrees	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 405	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/NUMBER						
		7		2.5/2.5					<p>Clayey SAND-Mild soil development, matrix clay with some silt, 7.5 YR 4/4, brown to dark brown, blocky to platy fracture, sand sub rounded to sub angular mix of quartz, dark minerals and mica.</p> <p>Gravel Conglomerate clay matrix, gravel +/- 3 inches, rounded to sub rounded, volcanic origin, sands rounded quartz frosted grains with some volcanic sand mixed within.</p> <p>Cobble Conglomerate cobbles mostly volcanic in origin.</p> <p>Clayey SAND friable with fingers in thin beds, majority well inundated with a blocky fracture, 7.5 YR 4/4 (brown). Mild soil development, sand with silt and clay matrix, blocky fracture, sands rounded, some angular grains, 5 YR 4/3 (reddish brown).</p> <p>Gravel to Cobble Conglomerate clayey to sandy matrix, conglomerate granitic to volcanic.</p> <p>Sandy Clay to Clayey Sand moist, platy fracture, sub angular meta quartzite gravels though out, mottled 2.5YR 5/4 (light olive brown) to 5YR 4/4 (reddish brown).</p> <p>Gravel to Cobble Conglomerate gravels sub angular to sub rounded volcanic to granitic in origin, granitic gravel decomposing and friable between fingers with little pressure.</p> <p>Gravelly SAND with interbedded Clays sands coarse to fine grained with fine grained gravel, both sand and gravel rounded to sub rounded. Sand 7.5YR 4/4 (brown), clay beds mottled 5Y 5/4 (light olive green) to 7.5YR4/4 (brown). -Gravel Bed</p>				
			4										
		8		2.5/2.5									
25	380												
		9		2.25/2.5									
			5										
		10		2.5/2.5									
30	375												
		11		2.5/2.5									
			6										
		12		2.5/2.5									
35	370												
		13		2.25/2.5									
			7										
		14		2/2.5									

GDC_ROCK_CORE_ENG_LA-1161 BORING LOGS WITH ROCK CORES.GPJ ROCK2.GDT 9/3/14



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FIGURE b

LOG OF CORE BORING		PROJECT NAME SSV	PROJECT NUMBER	BORING B-6
SITE LOCATION 6230 Yucca Street, Hollywood, Ca		DATE(S) DRILLED 10/25/13 to 10/25/13	LOGGED BY SS	SHEET NO. 3 of 4
DRILLING METHOD Hollow Stem Auger		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 60
DRILL RIG TYPE CME 95		DRILLED BY Gregg In-Situ Drilling	INCLINATION FROM VERTICAL/BEARING 0 degrees	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 405	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/ NUMBER						
		15	2.33/2.5					-Clay Bed					
		8						-Sand Bed					
		16	2.33/2.5					-Gravel Bed -Clay Bed					
45	360							-Sand Bed					
		17	2.42/2.5										
		9											
		18	2.5/2.5										
50	355							Gravel Conglomerate decomposing granitic gravels overlying bedrock.					
		19	2.5/2.5					MODELO FORMATION (Tm) Sandstone fine grained with clay matrix, well bedded, abundant rounded to well rounded quartz and weathered feldspar grains.					
		10											
		20	2.5/2.5										
55	350												
		21	11 5/5										

GDC_ROCK_CORE_ENG_LA-1161 BORING LOGS WITH ROCK CORES.GPJ ROCK2.GDT 9/3/14



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FIGURE c

LOG OF CORE BORING		PROJECT NAME SSV	PROJECT NUMBER	BORING B-6
SITE LOCATION 6230 Yucca Street, Hollywood, Ca		DATE(S) DRILLED 10/25/13 to 10/25/13	LOGGED BY SS	SHEET NO. 4 of 4
DRILLING METHOD Hollow Stem Auger		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 60
DRILL RIG TYPE CME 95		DRILLED BY Gregg In-Situ Drilling	INCLINATION FROM VERTICAL/BEARING 0 degrees	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 405	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/ NUMBER						
65	340								Total Depth: 60 Feet bsg Groundwater: Encountered at 29 Feet Boring backfilled with tamped cuttings				
70	335												
75	330												

GDC_ROCK_CORE_ENG_LA-1161 BORING LOGS WITH ROCK CORES.GPJ ROCK2.GDT 9/3/14



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FIGURE d

LOG OF CORE BORING		PROJECT NAME SSV	PROJECT NUMBER	BORING B-7
SITE LOCATION 6230 Yucca Street, Hollywood, Ca		DATE(S) DRILLED 4/14/14 to 4/14/14	LOGGED BY TO	SHEET NO. 1 of 3
DRILLING METHOD Hollow Stem Auger		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 57.5
DRILL RIG TYPE CME 95		DRILLED BY ABC Drilling	INCLINATION FROM VERTICAL/BEARING 0 degrees	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 403	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES	
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/ NUMBER							
	400							Asphalt at surface. Drilled down to 5 feet without sampling. Fill. Artificial Fill (Qaf)						
5		1		2.5/2.5				UPPER SAND UNIT (Qs) Silty SAND ; 7.5YR 4/6 (strong brown); moist; mostly fine to medium SAND; few coarse SAND; few fine GRAVEL. Sandy Silt ; 7.5YR 5/8 (strong brown); dry to moist (humid); mostly fine to medium SAND; few coarse SAND; trace fine GRAVEL.						
	395		1											
		2		2.08/2.5										
10		3		2/2.5										
	390		2											
		4		1.67/2.5				Clayey SAND ; 7.5YR 5/8 (strong brown); dry to moist (humid); mostly fine to medium SAND; few coarse SAND; trace fine GRAVEL.						
15		5		2.17/2.5				Silty SAND ; 7.5YR 5/6 (strong brown); moist; mostly fine SAND; trace medium SAND; trace coarse SAND.						
	385		3					Few medium to coarse SAND; trace fine GRAVEL.						
		6		1.67/2.5				Sandy Silt ; 10YR 6/6 (brownish yellow); dry to moist (humid); mostly fine to medium SAND; few coarse						

GDC_ROCK_CORE_ENG_LA-1161 BORING LOGS WITH ROCK CORES.GPJ ROCK2.GDT 9/3/14



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FIGURE a

LOG OF CORE BORING		PROJECT NAME SSV	PROJECT NUMBER	BORING B-7
SITE LOCATION 6230 Yucca Street, Hollywood, Ca		DATE(S) DRILLED 4/14/14 to 4/14/14	LOGGED BY TO	SHEET NO. 2 of 3
DRILLING METHOD Hollow Stem Auger		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 57.5
DRILL RIG TYPE CME 95		DRILLED BY ABC Drilling	INCLINATION FROM VERTICAL/BEARING 0 degrees	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 403	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/ NUMBER						
		7		2.17/2.5									
	380	4					<p>SAND; trace fine GRAVEL.</p> <p>SAND with Silt; 10YR 6/6 (brownish yellow); dry to moist (humid); mostly fine to medium SAND; some coarse SAND; trace fine GRAVEL and cobbles.</p> <p>Clayey SAND; 10YR 4/4 (dark yellowish brown); moist; mostly fine to medium SAND; trace coarse SAND; trace fine GRAVEL.</p>						
	25	8		1.5/2.5			<p>SAND with SILT; 10YR 5/6 (yellowish brown); moist; mostly fine to medium SAND; few coarse SAND; few fine GRAVEL; trace cobbles.</p> <p>10YR 7/4 (very pale brown); mostly fine SAND; few medium SAND; trace coarse SAND.</p> <p>10YR 6/4 (light yellowish brown); mostly fine to medium SAND; trace coarse SAND; trace fine GRAVEL.</p>						
		9		1.75/2.5									
	375	5					<p>MUD FLOW (Qm)</p> <p>Sandy CLAY; 2.5YR 3/4 (dark brown); moist; mostly fines; trace coarse SAND; some fine SAND.</p>						
	30	10		2.5/2.5			<p>DEBRIS FLOW UNIT (Qdf)</p>						
		11		1.42/2.5									
	370	6											
		12		2.5/2.5									
	35												
		13		1.07/2.5					<p>Gravel cobble layer. Rig chatter.</p> <p>7.5YR 3/4 (dark brown); some fine to medium SAND ; trace coarse SAND.</p>				
	365	7											
		14		0.5/2.5									

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FIGURE b

LOG OF CORE BORING		PROJECT NAME SSV	PROJECT NUMBER	BORING B-7
SITE LOCATION 6230 Yucca Street, Hollywood, Ca		DATE(S) DRILLED 4/14/14 to 4/14/14	LOGGED BY TO	SHEET NO. 3 of 3
DRILLING METHOD Hollow Stem Auger		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 57.5
DRILL RIG TYPE CME 95		DRILLED BY ABC Drilling	INCLINATION FROM VERTICAL/BEARING 0 degrees	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 403	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/NUMBER						
		15		0/2.5				Conglomerate. No recovery due to cobbles.					
	360	8						Silty SAND; 7.5YR 4/6 (strong brown); moist; mostly fine to medium SAND; trace coarse SAND; trace fine GRAVEL.					
		16		1.83/2.5									
	45												
		17		2.25/2.5									
	355	9											
		18		2.33/2.5									
	50							Clayey SAND; 7.5YR 4/6 (strong brown); moist; mostly fine to medium SAND; trace coarse SAND; trace fine GRAVEL.					
		19		2.5/2.5									
	350	10						Wet.					
		20		2.08/2.5									
	55												
		21		112.5/2.5									
	345												
									Total Depth: 57.5 Feet bsg Groundwater: Encountered at 52.3 Feet Boring backfilled with tamped cuttings				

GDC_ROCK_CORE_ENG_LA-1161 BORING LOGS WITH ROCK CORES.GPJ ROCK2.GDT 9/3/14



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FIGURE c

LOG OF CORE BORING		PROJECT NAME SSV	PROJECT NUMBER	BORING B-8
SITE LOCATION 6230 Yucca Street, Hollywood, Ca		DATE(S) DRILLED 4/14/14 to 4/14/14	LOGGED BY TO	SHEET NO. 1 of 4
DRILLING METHOD Hollow Stem Auger		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 60
DRILL RIG TYPE CME 95		DRILLED BY ABC Drilling	INCLINATION FROM VERTICAL/BEARING 0 degrees	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 402	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/NUMBER						
400								Asphalt at surface. Drilled down to 5 feet without sampling. Fill. Artificial Fill (Qaf)					
5													
395		1		1.92/2.5				UPPER SAND UNIT (Qs) Silty SAND ; 7.5YR 3/4 (dark brown); dry to moist (humid); mostly fine SAND; few medium SAND; trace coarse SAND; trace fine GRAVEL.					
			1					SAND with SILT ; 10YR 5/6 (yellowish brown); dry; mostly fine to medium SAND; little coarse SAND; trace fine GRAVEL.					
		2		1.08/2.5				Poorly-Graded SAND ; 10YR 5/6 (yellowish brown); dry; mostly fine to medium SAND; some coarse SAND; few fine GRAVEL.					
10													
390		3		1.92/2.5				SAND with SILT; 10YR 6/6 (brownish yellow) ; dry; mostly fine to medium SAND; little coarse SAND; trace fine GRAVEL.					
			2					Clayey SAND ; 7.5YR 5/6 (strong brown); dry to moist (humid); mostly fine SAND; few medium SAND; trace coarse SAND.					
		4		1.67/2.5									
15													
385		5		2.17/2.5				Silty SAND ; 7.5YR 5/6 (strong brown); dry to moist (humid); mostly fine SAND; few medium SAND; trace coarse SAND; trace fine GRAVEL.					
			3					SAND with SILT ; 10YR 5/6 (yellowish brown); dry to moist; mostly fine to medium SAND; little coarse SAND; trace fine to coarse GRAVEL.					
		6		2/2.5									

GDC_ROCK_CORE_ENG_LA-1161 BORING LOGS WITH ROCK CORES.GPJ ROCK2.GDT 9/3/14


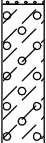






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FIGURE a

LOG OF CORE BORING		PROJECT NAME SSV	PROJECT NUMBER	BORING B-8
SITE LOCATION 6230 Yucca Street, Hollywood, Ca		DATE(S) DRILLED 4/14/14 to 4/14/14	LOGGED BY TO	SHEET NO. 2 of 4
DRILLING METHOD Hollow Stem Auger		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 60
DRILL RIG TYPE CME 95		DRILLED BY ABC Drilling	INCLINATION FROM VERTICAL/BEARING 0 degrees	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 402	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/NUMBER						
380		7	1.58/2.5					 <p>Poorly-Graded SAND; 10YR 5/8 (yellowish brown); dry to moist (humid); mostly fine to coarse SAND; few fine GRAVEL; trace coarse GRAVEL.</p>					
		4											
25		8	1.92/2.5					 <p>SAND with SILT; 10YR 5/6 (yellowish brown); moist; mostly fine to medium SAND; little coarse SAND; trace coarse SAND; trace fine GRAVEL. Some coarse SAND.</p>					
		9	1.42/2.5										
		5											
		10	2.33/2.5					 <p>MUD FLOW (Qm)</p> <p>CLAY to SANDY CLAY; 7.5YR 4/4 (brown); moist; mostly fine SAND; trace medium SAND; trace GRAVEL.</p>					
30		11	2.58/2.5					 <p>DEBRIS FLOW UNIT (Qdf)</p>					
		6											
		12	2.58/2.5										
35													
		13	2.42/2.5					 <p>Clayey SAND; 7.5YR 4/6 (strong brown); moist; mostly fine to medium SAND; trace coarse SAND; trace fine GRAVEL.</p>					
		7											
		14	2.42/2.5					 <p>Sandy CLAY; 7.5YR 4/6 (strong brown); moist; mostly fine SAND; trace medium to coarse SAND;</p>					

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FIGURE b

LOG OF CORE BORING		PROJECT NAME SSV	PROJECT NUMBER	BORING B-8
SITE LOCATION 6230 Yucca Street, Hollywood, Ca		DATE(S) DRILLED 4/14/14 to 4/14/14	LOGGED BY TO	SHEET NO. 3 of 4
DRILLING METHOD Hollow Stem Auger		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 60
DRILL RIG TYPE CME 95		DRILLED BY ABC Drilling	INCLINATION FROM VERTICAL/BEARING 0 degrees	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 402	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/NUMBER						
360		15	2.42/2.5					<p>trace fine GRAVEL.</p> <p>Clayey SAND; 7.5YR 4/6 (strong brown); moist; mostly fine SAND; few medium to coarse SAND; trace fine GRAVEL and cobbles.</p> <p>Hard drilling; trace cobbles.</p>					
		8											
45		16	1.5/2.5										
355		17	9 4/5						<p>Lost sample shoe down borehole while retrieving sampler at 2:00pm.</p> <p>At 3:15 augers were pulled out of the borehole. Sampler shoe was uncovered. Sent augers back down the hole to 45 feet and resumed sampling. Color changes to 7.5YR 5/8 (strong brown).</p>				
50								7.5YR 5/6 (strong brown); fine to medium SAND; some coarse SAND; few fine GRAVEL; trace cobbles.					
350		18	10 3.42/5					Less coarse SAND; more fine SAND.					
55								7.5YR 4/6 (strong brown); wet; more coarse SAND; less fines;					
345		19	11 2/5										

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FIGURE c

LOG OF CORE BORING		PROJECT NAME SSV	PROJECT NUMBER	BORING B-8
SITE LOCATION 6230 Yucca Street, Hollywood, Ca		DATE(S) DRILLED 4/14/14 to 4/14/14	LOGGED BY TO	SHEET NO. 4 of 4
DRILLING METHOD Hollow Stem Auger		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 60
DRILL RIG TYPE CME 95		DRILLED BY ABC Drilling	INCLINATION FROM VERTICAL/BEARING 0 degrees	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 402	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/ NUMBER						
340									Total Depth: 60.0 Feet bsg Groundwater: Encountered at 55 Feet Boring backfilled with tamped cuttings				
65													
335													
70													
330													
75													
325													

GDC_ROCK_CORE_ENG_LA-1161 BORING LOGS WITH ROCK CORES.GPJ ROCK2.GDT 9/3/14



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FIGURE d


Off site Boring and CPT Logs

Figures referenced from Site 4 - Green Trench on the North East
Corner of Yucca St and Argyle Ave, Hollywood, Ca.

LOG OF CORE BORING		PROJECT NAME Green Trench	PROJECT NUMBER	BORING B-5
SITE LOCATION 1800 Argyle Avenue, Hollywood, Ca		DATE(S) DRILLED 1/13/14 to 1/13/14	LOGGED BY TPO	SHEET NO. 1 of 3
DRILLING METHOD HSA		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 52
DRILL RIG TYPE CME 95		DRILLED BY Gregg In-Situ Drilling	INCLINATION FROM VERTICAL/BEARING 0	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 415	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/NUMBER						
								Approximately 8 inches Asphalt over 15 inches Base					
								Approximately 6 inches Concrete					
								Artificial Fill					
								Sandy SILT , dark brown, moist, fine to medium sand, with rootlets					
5	410							UPPER SAND UNIT (Qs)					
								Clayey SAND , 7.5 yr 3/4 (Dark Brown) , moist, fine to medium sand, trace coarse sand, few fine gravel					
								SAND with Silt , 7.5 yr 5/6 (Strong Brown), moist, fine sand, trace medium and coarse sand, trace fine gravel					
10	405							Clayey SAND , 7.5 yr 3/4 (Dark Brown), moist, fine to medium sand, trace coarse sand, few fine gravel					
								SAND with Silt , moist, fine to medium sand, few fine gravel, 7.5 yr 5/4					
								Clayey SAND , 7.5 yr 3/4 (Dark Brown) , moist, fine to medium sand, trace coarse sand, few fine gravel					
								Sand with Silt , 7.5 yr 5/4 (Brown), moist, fine to medium sand, few coarse sand, few fine gravel, trace cobbles					
								-Layer of fine gravel					
15	400							Clayey SAND , 7.5 yr 3/4 (Dark Brown), moist, fine to medium sand, trace coarse sand, trace gravel, trace cobbles					
								SAND with Silt , 7.5 4/6 (Strong Brown), moist, fine to medium sand, few coarse sand, few fine gravel, trace cobbles					

GDC_ROCK_CORE_ENG_LA-1175 CORE LOGS.GPJ ROCK2.GDT 9/3/14

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LOG OF CORE BORING		PROJECT NAME Green Trench	PROJECT NUMBER	BORING B-5
SITE LOCATION 1800 Argyle Avenue, Hollywood, Ca		DATE(S) DRILLED 1/13/14 to 1/13/14	LOGGED BY TPO	SHEET NO. 2 of 3
DRILLING METHOD HSA		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 52
DRILL RIG TYPE CME 95		DRILLED BY Gregg In-Situ Drilling	INCLINATION FROM VERTICAL/BEARING 0	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 415	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/NUMBER						
25	390							<p>Clayey SAND/Silty SAND, 7.5 yr 4/6 (Strong Brown) , fine to medium sand, few coarse sand, trace cobbles</p> <p>Silty SAND, 7.5 yr 4/6 (Strong Brown), moist, fine to medium sand, some coarse sand, few fine gravel</p> <p>MUD FLOW (Qm)</p> <p>Clayey SAND, 7.5 yr 4/6 (Strong Brown) , moist to wet, fine to medium sand, trace coarse sand, trace fine gravel</p> <p>-7.5 yr 4/4 (Brown)</p> <p>Clayey SAND to Sandy CLAY, 7.5 yr 4/4 (Brown), moist to wet, fine sand, some medium sand, trace coarse sand, traces of peat</p> <p>2.5 yr 3/1 (Black), slight hydrocarbon odor</p> <p>-Wet</p> <p>-10 yr 3/4 (Dark Yellowish Brown)</p>					
30	385							<p>MODELO FORMATION (Tm)</p> <p>Weatherd Sandy SILTSTONE, mottled 7.5 yr 4/2 (Brown), 2.5 yr 3/6 (Dark Red), and 10 yr 6/8 (Brownish Yellow), moist</p>					
35	380												

GDC_ROCK_CORE_ENG_LA-1175 CORE LOGS.GPJ ROCK2.GDT 9/3/14



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THIS SUMMARY APPLIES ONLY AT THE LOCATION OF THIS BORING AND AT THE TIME OF DRILLING. SUBSURFACE CONDITIONS MAY DIFFER AT OTHER LOCATIONS AND MAY CHANGE AT THIS LOCATION WITH THE PASSAGE OF TIME. THE DATA PRESENTED IS A SIMPLIFICATION OF THE ACTUAL CONDITIONS ENCOUNTERED.

FIGURE b

LOG OF CORE BORING		PROJECT NAME Green Trench	PROJECT NUMBER	BORING B-5
SITE LOCATION 1800 Argyle Avenue, Hollywood, Ca		DATE(S) DRILLED 1/13/14 to 1/13/14	LOGGED BY TPO	SHEET NO. 3 of 3
DRILLING METHOD HSA		DRILL BIT SIZE/TYPE 8"	CHECKED BY SK	TOTAL DEPTH DRILLED (feet) 52
DRILL RIG TYPE CME 95		DRILLED BY Gregg In-Situ Drilling	INCLINATION FROM VERTICAL/BEARING 0	
APPARENT GROUNDWATER DEPTH None encountered			APPROXIMATE SURFACE ELEVATION (feet) 415	
COMMENTS			BOREHOLE BACKFILL Soil Cuttings	

DEPTH (ft)	ELEVATION (ft)	SOIL CORE						LITHOLOGY	MATERIAL DESCRIPTION	PACKER TESTS	LABORATORY TESTS	DRILL RATE METERS/HOUR	FIELD NOTES
		RUN NO.	BOX NO.	RECOVERY, %	FRAC. FREQ.	R.Q.D., %	FRACTURE DRAWING/ NUMBER						
45	370								<p>Silty SANDSTONE, 7.5 yr 5/8 (Strong Brown)</p> <p>Weathered Sandy SILTSTONE mottled 7.5 yr 4/2 (Brown), 2.5 yr 3/6 (Dark Red), and 10 yr 6/8 (Brownish Yellow)</p> <p>-7.5 yr 2.5/1 (Black)</p> <p>-Sand Lens, 7.5 yr 7/1 (Light Gray), approximately 1" thick, fine sand</p>				
50	365												
55	360								<p>Total Depth: 52 feet bsg Groundwater encountered at 28 feet (Measured after drilling) Boring backfilled with tamped soil cuttings</p>				

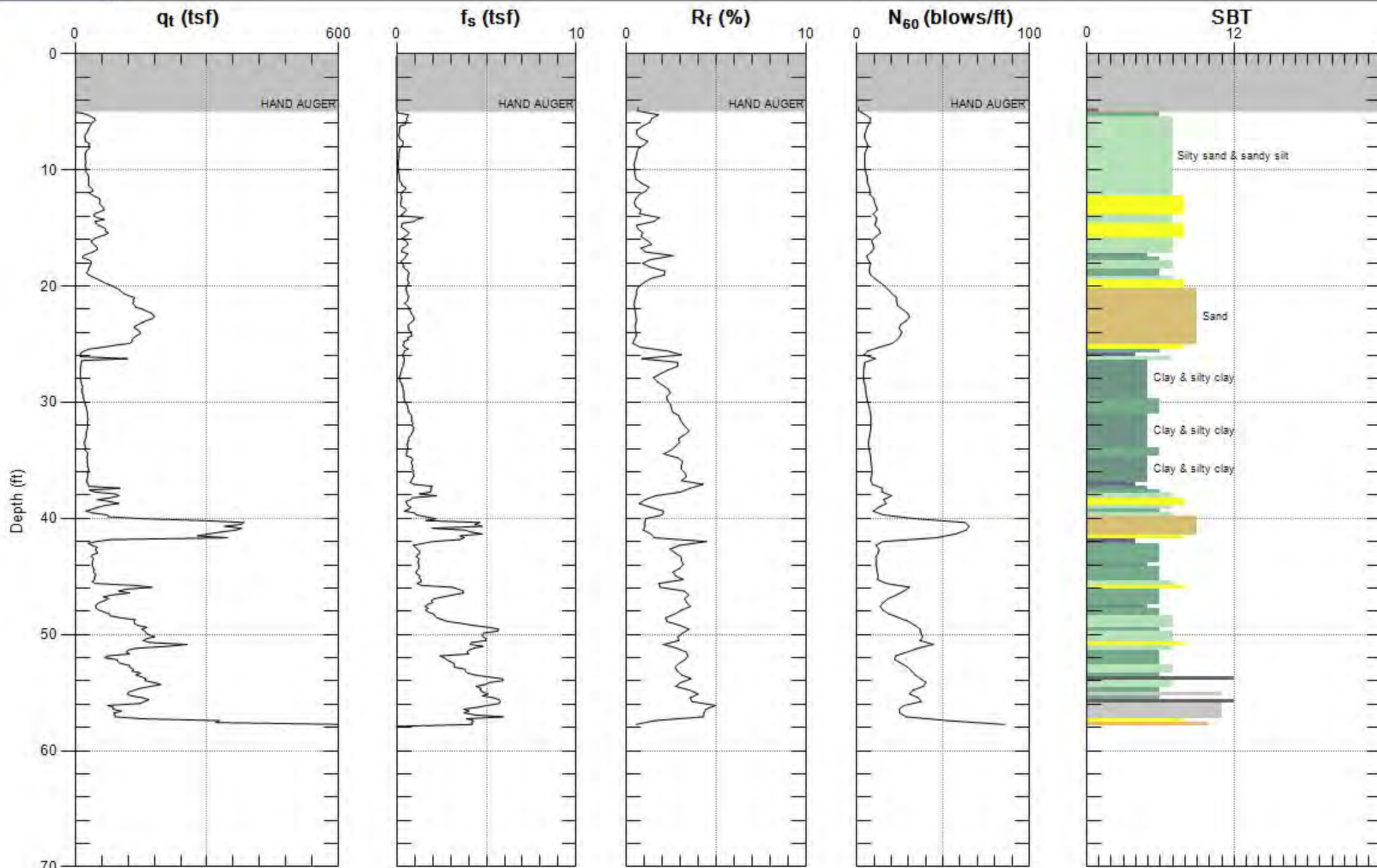
GDC_ROCK_CORE_ENG_LA-1175 CORE LOGS.GPJ ROCK2.GDT 9/3/14



GROUP DELTA CONSULTANTS, INC.
92 Argonaut, Suite 120
Aliso Viejo, CA 92656

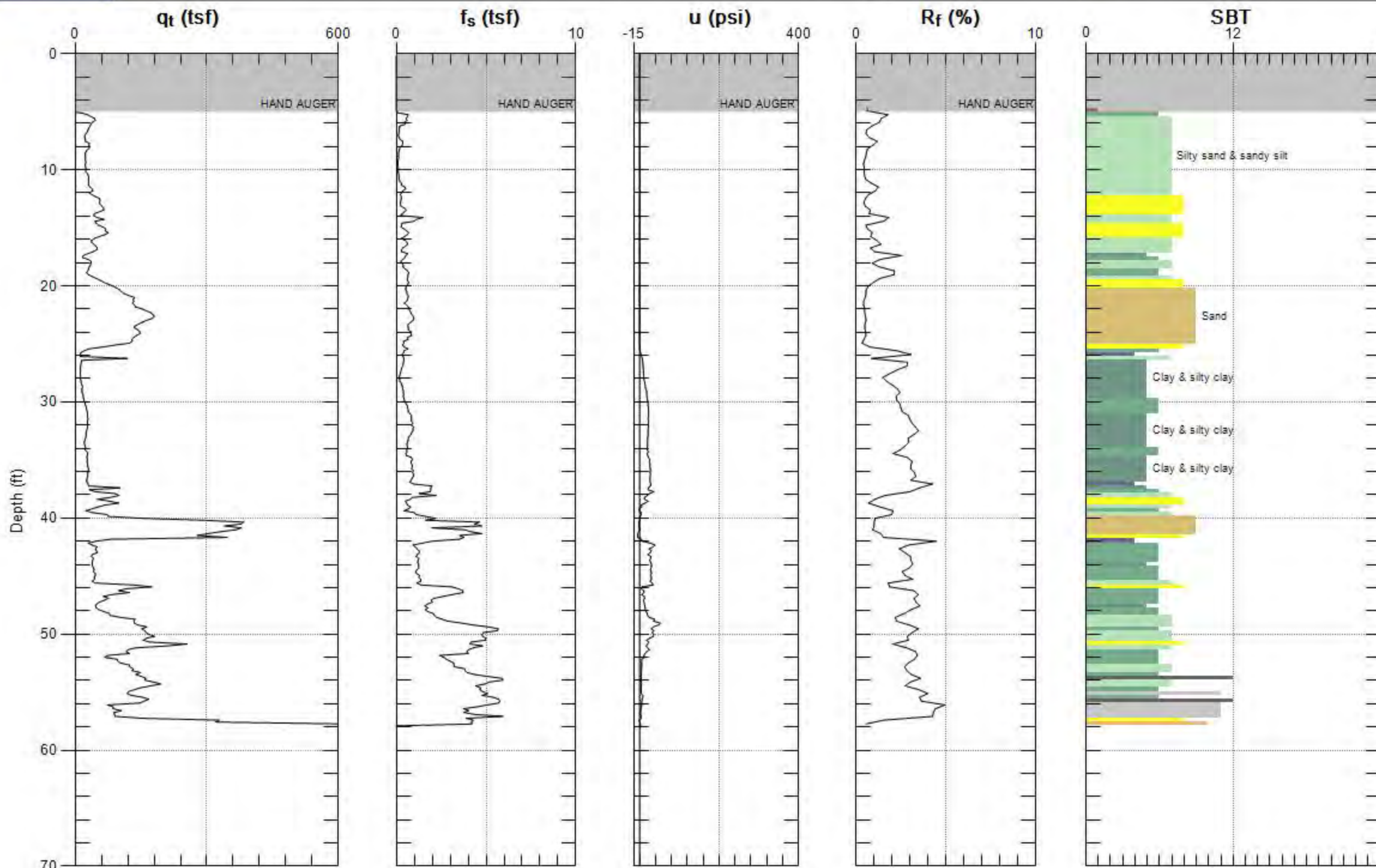
THIS SUMMARY APPLIES ONLY AT THE LOCATION OF THIS BORING AND AT THE TIME OF DRILLING. SUBSURFACE CONDITIONS MAY DIFFER AT OTHER LOCATIONS AND MAY CHANGE AT THIS LOCATION WITH THE PASSAGE OF TIME. THE DATA PRESENTED IS A SIMPLIFICATION OF THE ACTUAL CONDITIONS ENCOUNTERED.

FIGURE c



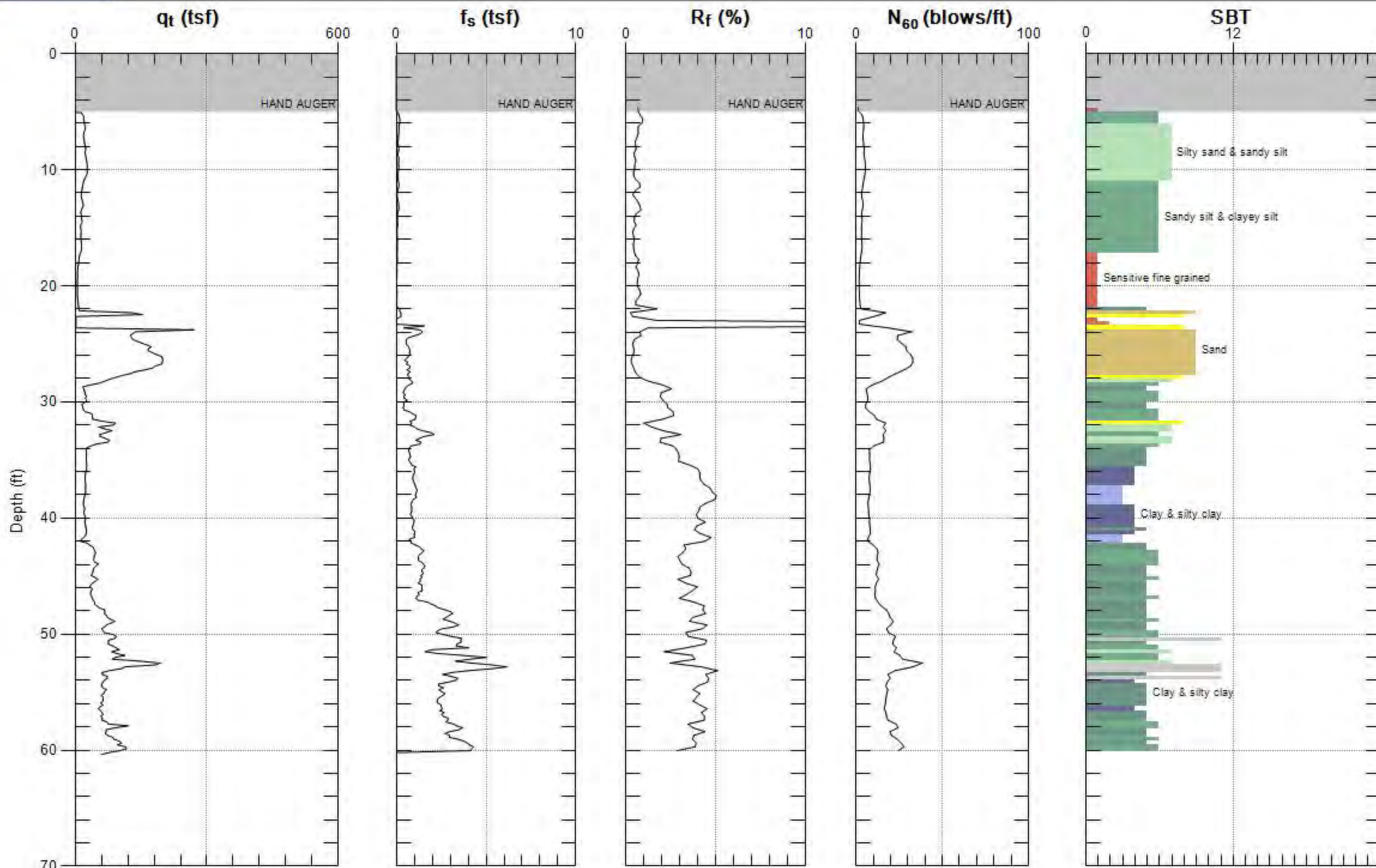
Max. Depth: 58.071 (ft)
Avg. Interval: 0.328 (ft)

SBT: Soil Behavior Type (Robertson 1990)



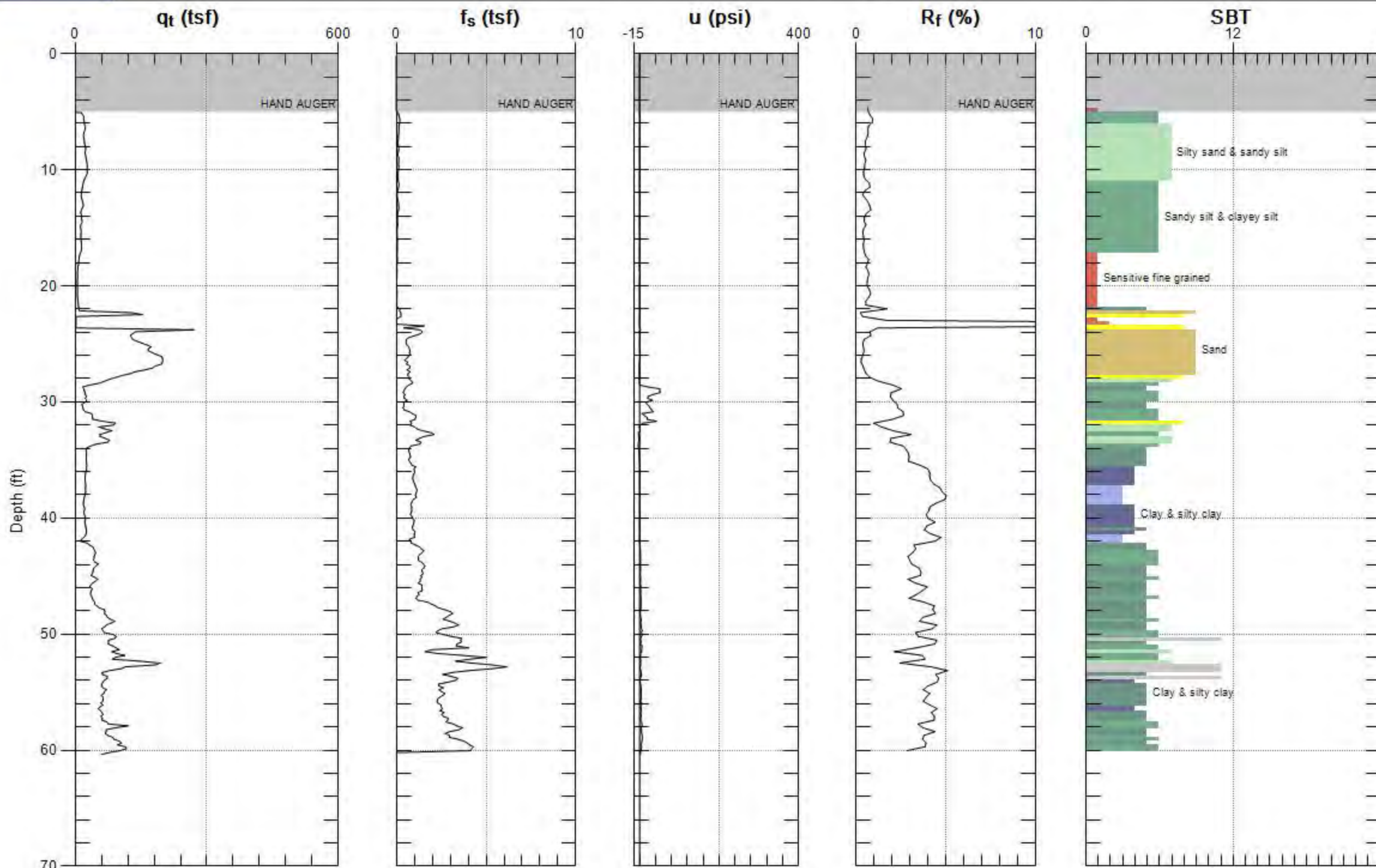
Max. Depth: 58.071 (ft)
Avg. Interval: 0.328 (ft)

SBT: Soil Behavior Type (Robertson 1990)



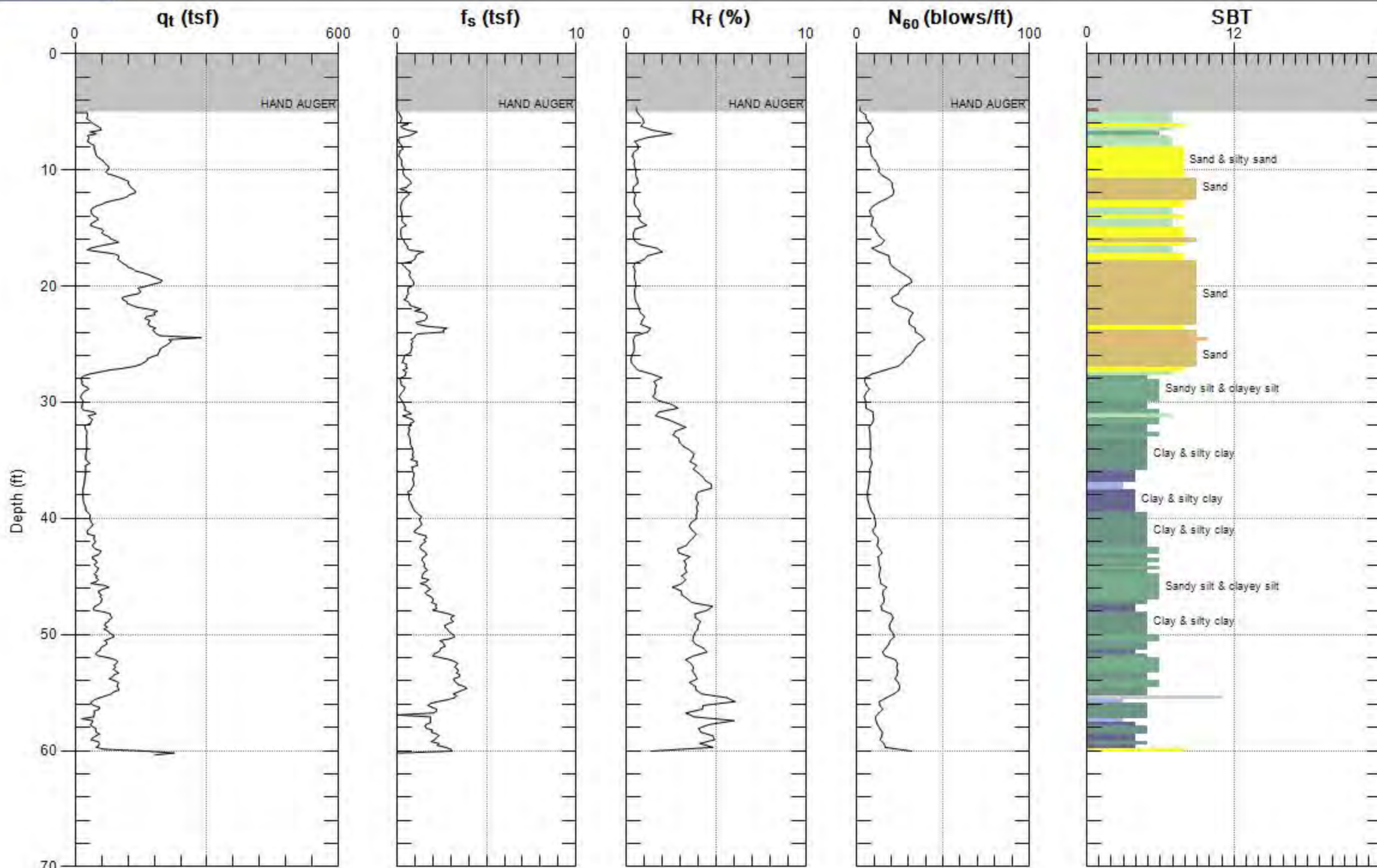
Max. Depth: 60.367 (ft)
Avg. Interval: 0.328 (ft)

SBT: Soil Behavior Type (Robertson 1990)



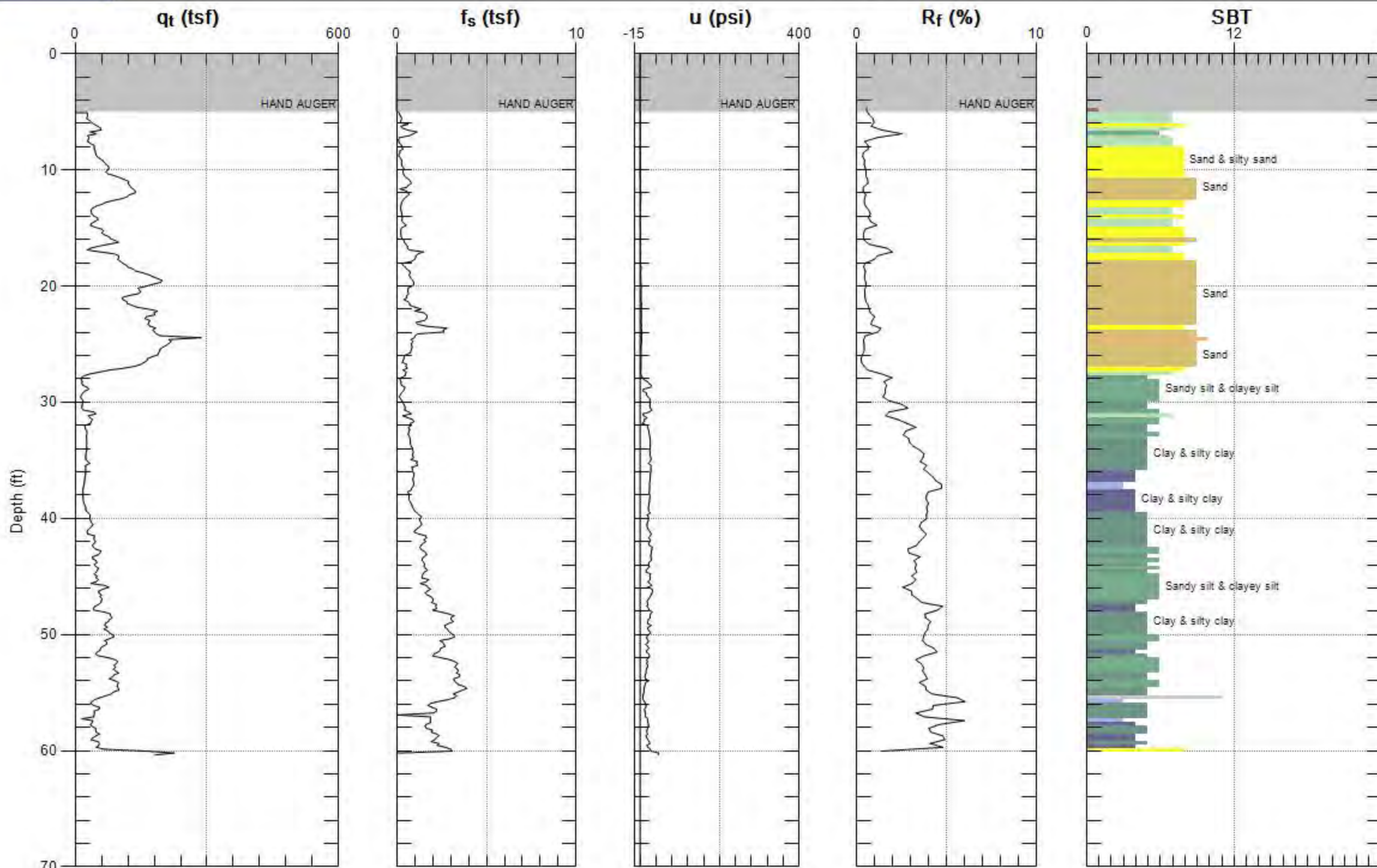
Max. Depth: 60.367 (ft)
Avg. Interval: 0.328 (ft)

SBT: Soil Behavior Type (Robertson 1990)



Max. Depth: 60.367 (ft)
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SBT: Soil Behavior Type (Robertson 1990)



Max. Depth: 60.367 (ft)
Avg. Interval: 0.328 (ft)

SBT: Soil Behavior Type (Robertson 1990)

APPENDIX B: SOIL STRATIGRAPHIC AGE ASSESSMENTS

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APPENDIX B

SOIL-STRATIGRAPHIC AGE ASSESSMENTS AND PALEO-ENVIRONMENTAL RECONSTRUCTION, GDC TRENCH AT 6230 YUCCA STREET, HOLLYWOOD AREA, CITY OF LOS ANGELES, CALIFORNIA

INTRODUCTION

This Appendix summarizes soil-stratigraphic field measurements and descriptions, and interpretation of local fluvial change during the latest Pleistocene-Holocene transition as documented in exposures from a ~100-ft long and 35-ft deep trench emplaced across a proposed development site at 6230 Yucca Street in the Hollywood area of Los Angeles. Group Delta Consultants (GDC; Torrance, California) are the Consultants-of-Record; and the main purpose of their investigation was to determine whether or not an inferred trace (“Argyle Strand”) of the Hollywood fault zone affects the proposed site (GDC Fig. 1). The Yucca site trench, excavated and logged under the direction of GDC, complements other site-specific geological and geotechnical analyses (GDC narrative and appendices) to assess possible fault presence.

The main purposes of this investigation (Appendix B) were several-fold:

1. To measure and describe a representative soil-stratigraphic section at the Yucca trench;
2. To determine the approximate age of the exposed sediments based mainly on relative soil-profile development of the several paleosols encountered in the trench;
3. To reconstruct the latest Pleistocene-Holocene fluvial environment of deposition as recorded by the Yucca trench exposures;

4. To assess the validity of two radiocarbon dates obtained at the site, particularly focusing on potential sample contamination;
5. To assist GDC with correlation of trench exposures and adjacent cone penetrometer test (CPT) transects and continuous cores;
6. To deduce the likely characteristics and relative activity of various Hollywood fault segments inferred to potentially impact the site; and
7. To provide an independent “Quality Assurance” critique of the GDC draft report in compliance with current geologic standards-of-practice applicable to fault-activity investigations.

The field work was commissioned by GDC. Various review meetings with GDC personnel and with reviewers from the California Geological Survey and the City of Los Angeles took place throughout February and March 2014. The field measurements were carried out on 13 February and 29 March, respectively.

GDC personnel and Engineering Geologist Steven Kolthoff logged the trenches and provided field logistical support. Accordingly, I particularly thank Steven Kolthoff and GDC engineers Michael Reader and Thomas Swanko for their much-appreciated courtesy and assistance.

Two formal soil-stratigraphic sections were measured at the Yucca trench; on the west wall at station 0+55 (Table 1), and in a basal “trench box” at station 0+35 (Table 2). Pertinent location and geologic maps, trench logs, and CPT and continuous core data are given in the GDC narrative and hence are referred to, but not replicated in this document.

This Appendix uses traditional pedological (soil science) terminology and field methodology described in Soil Survey Division Staff (1993), in Soil Survey Staff (1999) and in Schaetzl and Anderson (2005). The applicability of soil-stratigraphy to fault-activity assessments for construction of residential, commercial, dams, landfills and other large engineered structures is summarized in Shlemon (1985). Numeric dating and “calibration” with relative soil profile development is reviewed in Birkeland (1999), McFadden (1989), and Eppes and others (2002).

Quantifying several key soil (pedogenic) properties by use of the “soil development index” (SDI) may provide an “age of weathering” (Harden, 1982). The index generally works well to determine the age of surface profiles, particularly chronosequences on flights of fluvial terraces. For buried soils, however, such as those at the Yucca site, the “Harden index” may yield incorrect

results. Specifically, physical truncation or chemical alteration usually leaves only two or three soil characteristics amenable for quantification; for example, color change (rubification) with depth, expressed by Munsell notation; frequency and relative development of secondary clay films; and decrease in clay content from an argillic (Bt) horizon compared with primary (depositional) clay in the parent material (C horizon). Typically, however, as in the Yucca Street fluvial sediments, the laterally discontinuous, grossly fining-upward deposits make it almost impossible to confidently calculate the amount of translocated (pedogenic) clay compared with that inherent in the parent material. Moreover, local rubification may be derived from erosion of nearby, previously weathered sediments, a problem particularly affecting age assessments of paleosols identified in subsurface cores. In brief, age quantification of truncated buried soils, based only on a few preserved physical and chemical "signatures," too often results in dates with high uncertainty, even though some practitioners provide numbers to two or more significant figures. The age estimates for the Yucca trench soil-stratigraphy are therefore given in realistic ranges (Tables 1 and 2) to encompass uncertainty inherent in dating partially preserved paleosols.

THE ARGYLE CHANNEL

The Yucca trench, locally up to ~35-ft deep, exposed several interbedded and laterally discontinuous, grossly fining-upward sedimentary "packets" laid down in a former stream channel (fan distributary ?) informally named the "Argyle Channel" after its southwest trend down the street of that name and through the site (GDC Fig. 6). The channel thalweg is exposed near the bottom of the trench (GDC Plate 2 and photographs 1 and 3). The Argyle sediments are mainly bar and channel, and capped by a remnant, slightly developed surface soil and four underlying intercalated buried paleosols. Each soil represents a time of relative landscape stability and hence an epoch of weathering (soil formation).

The basal trench unit, incised into and unconformably overlain by the Argyle Channel, is a dark yellowish brown (10YR 3/6) to dark brown (7.5YR 3/3) silty clay loam (Table 2). This, in turn, is underlain by matrix-supported angular clasts (debris flows) recognized in CPT transects and in continuous cores (GDC Plates 1 and 4). The Argyle Channel no longer exists, its source apparently "cut off" by early development in this area. Significantly, however, its sedimentary characteristics and incision into underlying, older clayey deposits indicates relatively abrupt, regional environmental change from deposition of mud- and debris-flows to relatively clean, high-energy fluvial gravels and silts. Ostensibly, this major unconformity stems from regional climate and vegetation change, and therefore seemingly identifies onset of "pluvial" conditions in this area. For

conservatism, this is judged to have taken place as recently as ~12-16 ka ago, with onset of marine oxygen-isotope stage 2. Accordingly, based on the abrupt change in fluvial environments, the base of the Argyle Channel is at least ~10-12 ka old; an age corroborated by the cumulative age of its several, intercalated buried soils.

SOIL-STRATIGRAPHIC MEASUREMENTS AND DESCRIPTIONS

The ~35-ft thick Argyle Channel sediments and paleosols were described from exposures on the west wall at Station 0+55 (Table 1); and the lower several ft were described from a “box trench” exposure at the base of the trench at Station 0+35 (Table 2).

Station 0+55

The Station 0+55 soil-stratigraphic section was measured to a depth of 18.5 ft, essentially the top of Bench 4 (GDC Plate 2). As documented in Table 1, artificial fill is underlain by about 3-ft of gravelly coarse sand grading upward to a loamy medium sand. The section is sufficiently weathered to have developed ~0.8-ft thick cambic (color) horizons (Bw1 and Bw2). No translocated clay is apparent. Nevertheless, weathering in Mediterranean climate, coarse-grained sediments requires at least an estimated 1 ka of weathering (McFadden, 1989). This surface soil is therefore deemed to be “very slightly developed.”

Another grossly fining-upward packet of sediments occurs between ~3.8 to 7.8 ft (Table 1). A similar, “very slightly developed” buried soil caps this packet. The upper cambic horizon (2Bw1b) is truncated but, combined with the lower horizon (2Bw2b), similarly represents about ~1-2 ka of weathering.

A second, truncated buried paleosol occurs at a depth of 7.8 ft (Table 1). This soil, however, bears a weak argillic horizon (3Btb) typified by strong brown (7.5YR 4/6) thin clay films that bridge mineral grains and line ped faces. Based on relative development, this “slightly developed” paleosol is judged to represent ~2-3 ka of weathering.

The top of a third, similarly truncated buried paleosol is identified at 10.4 ft (Table 1). Two weak argillic horizons (4Bt1b and 4Bt2b) are characterized by fine, dark yellowish brown (10YR 4/4) fine clay films that line ped faces and locally bridge root pores. A “slightly developed” profile suggests that ~1-2 ka of weathering took place before burial by overlying sediments.

A fourth paleosol caps another fining-upward sequence at a depth of 14.5 ft (Table 1). The identified argillic horizon (5tb) is only 0.5-ft thick, probably truncated by deposition of the overlying coarse gravelly sand. Here, too, the horizon probably formed in ~2 ka. These particular deposits locally incise 2-3 ft into the underlying sediments, typical “cut-and-fill” deposition within the Argyle Channel.

In brief, relative development of the surface and the four buried paleosols suggests a cumulative age of at least ~8-10 ka of weathering, a minimum age for the Argyle Channel deposits. More likely, however, based on thalweg incision into the underlying clay and the dramatic change in the fluvial environment, the basal deposits are older, ostensibly laid down at least ~12-15 ka ago during marine isotope stage 2.

Station 0+35

In order to assess relative profile development below the base of the Argyle Channel, GDC locally deepened the Yucca trench several ft, providing safe access by means of a “Trench Box” (GDC Photograph 7). As measured and described from Station 0+35, the trench box exposed ~7 to 8-ft of silty clay loam coarsening downward to sandy clay loam, and ultimately to interbedded, mixed coarse sand and granitic gravel lenses at the base (Table 2). The clayey parent material is a regional stratigraphic marker, exposed continuously at the base of the Yucca trench, and identified in adjacent continuous cores and on CPT transects.

A distinct, though truncated, buried paleosol was identified at the box trench exposure. This soil has two discrete, buried argillic horizons (6Bt1b and 6B2tb; Table 2). The argillic horizons are mainly silty to sandy clay loam, dark brown (7.5YR 3/3) to dark brown (7.5YR 4/4) in color, and replete few to common fine, dark brown (7.5YR 3/4) clay films that line ped faces, bridge mineral grains and fill old root pores. The trench box paleosol is truncated at least a ft. Nevertheless, sufficient argillic horizon characteristics remain to deem the soil as “moderately developed,” thereby representing an additional ~8-15 ka of weathering.

RADIOCARBON DATES

Two “charcoal” samples were collected for potential radiocarbon assay (GDC Appendix C): A “charred material” at ~14-ft (Yucca # 2); and “organic sediments”

at ~18-ft (Yucca # 1; GDC Appendix C). The Yucca samples were dated by “standard radiocarbon assay.” Such dates may be questionable when sample size is small, where there is potential for modern groundwater contamination, and where samples are taken from high-energy environments and thus potentially reworked from older, “upstream” sediments.

As shown on the trench log (GDC Plate 2), the Yucca sediments are generally very coarse grained and devoid of laterally continuous, relatively impermeable clay beds to “perch” or otherwise prevent modern surface water from penetrating the entire section. Accordingly, the Yucca # 2 sample, dated as ~4300 BP (conventional) has been likely subject to contamination by younger gravitational water. It is therefore likely at least 10 or 15 percent too young (Pigati and others, 2007). Similarly suspect is the 41,000 BP age for Yucca # 1, obtained from sediments realistically not more than ~12 ka old. Most likely, therefore, this “disseminated organic sediment” was derived from “upstream” weathering of older sediments and transported in the high-energy, coarse fluvial sediment at the base of the Argyle Channel. This “too old” sample age is therefore rejected in favor of more reasonable, and conservative, soil-stratigraphic and paleo-environmental reconstruction.

CORRELATION OF TRENCH SEDIMENTS AND SOILS WITH ADJACENT CONTINUOUS CORES AND CPT SOUNDINGS

The Yucca Street trench provided additional three major benefits to assess potential presence and activity of the inferred Argyle Strand of the Hollywood fault.

First, the trench exposed not only the Argyle Channel, but also the underlying, relatively impervious clay. When initially opened, this clay perched water, essentially at the base of the thalweg. Perched water also was present on clayey channel-bordering mudflows and debris flows into which the Argyle Channel was incised. The two different clay beds are vertically separated ~20 ft, as deduced from on-site geotechnical borings (GDC, 2006). The elevation difference apparently was interpreted as evidence for a possible “Yucca Street fault segment.” Now, however, the cause of the water-level elevation difference is readily explained by local incision of the Argyle Channel into relatively impermeable clayey sediments.

Second, several other nearby, Hollywood fault investigations (GDC Fig. 1) did not employ site-specific trenching. In contrast, the 6230 Yucca Street trench provides geologic “calibration” for correlation with adjacent CPT soundings and

continuous cores. This allows high-confidence “extrapolation” of site stratigraphy north and south of the Yucca trench (GDC Plates 1, and 2), and thus better assesses whether or not the adjacent sediments are fault displaced.

And third, the Yucca trench exposes Argyle Channel deposits that are internally incised, often up to several ft (GDC Fig. 2). This local fluvial incision may well explain “inverted” radiocarbon dates reported at a non-trenched, south-adjacent site (Langan, 2012).

SUMMARY AND CONCLUSIONS

As part of standard-of-practice fault assessments, GDC emplaced and logged a ~100-ft long and 35-ft deep, north-south trench across a proposed development at 6230 Yucca Street in the Hollywood area of Los Angeles. The trench was purposely sited to determine the possible presence and relative activity (time of last surface or near-surface displacement) of the “Argyle Strand” of the Hollywood fault, recently included within a “Fault Hazard Zone” by the California Geological Survey.

The Yucca trench exposed the thalweg and an overlying 30-ft thick sequence of interbedded, grossly fining-upward fluvial sediments within the “Argyle Channel.” Soil-stratigraphic measurements and descriptions show that the Argyle Channel sediments are capped by a remnant, very slightly developed surface soil, and by four, underlying buried paleosols, ranging in relative development from very slight to slight. Based on “calibration” with numerically dated soils elsewhere in Mediterranean climates, the cumulative time of weathering for formation of the channel sediments is an estimated ~8-10 ka,

The Argyle Channel incises underlying, relatively impermeable clay that bears a truncated, moderately developed buried paleosol. This soil, with its distinct translocated clay films, represents another ~8-15 ka of weathering. Additionally, the abrupt unconformity between the base of the channel and the underlying clay, suggest onset of Argyle channel deposition during an epoch of regional pluviality, conservatively estimated as ~12-16 ka ago (marine isotope stage 2). From a pedogenic standpoint, the cumulative age of the trench-exposed Argyle channel and the underlying clay exceeds ~15 ka.

Two conventional radiocarbon dates from the Argyle deposits are highly suspect, owing to the high potential for younger contamination by modern groundwater (~4,300 yrs bp); and to the likely re-deposition of “organic sediment” (~41,000 bp) resulting in older contamination. Accordingly, more realistic estimates are

derived from the cumulative age of the five, trench-exposed buried soils and from likely fluvial deposition onset during isotope stage 2.

The Yucca trench also explains the origin for an apparent 20-ft vertical “offset” of piezometric surfaces recorded in adjacent, on-site geotechnical borings. This separation was the likely basis for the “Argyle Strand fault” hypothesis. However, rather than from faulting, the “offset” water stems from perching on two different clay deposits.

Argyle Channel sediments typically incise older deposits a few to locally several ft. Thus, without the benefit of trench exposures, charcoal obtained from adjacent continuous cores may produce inverted radiocarbon dates, thus lowering confidence of age estimates.

Yucca trench exposures also provide “calibration” to more confidently identify the lithology and grain size of sediments in adjacent continuous cores and CPT transects. The GDC trench log and extrapolation to adjacent and logs show that the Argyle Channel overlapping sediments and underlying clay marker-bed are continuous, and hence unbroken by any fault. Accordingly, if an Argyle Strand of the Hollywood fault truly exists, last surface displacement occurred prior to at least ~15 ka yrs ago.

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TABLE 1

Soil-Stratigraphic Measurements and Descriptions

GDC "Yucca Street" Trench, West Wall, Station 0+55; and Basal "Trench Box," Station 0+35

Depth (ft) Horizon Description

0.0 – 0.8 "Af" **Artificial Fill:** Un-engineered fill; asphalt and bottle fragments; organic material.

0.8 – 1.5 A-B Brown to dark brown (10YR 4/3) to very dark grayish brown (10YR 3/2) when moist loamy medium sand; moderate medium angular blocky structure; slightly hard, slightly firm, non-sticky and non-plastic; few to common fine vertical roots; few to common granitic clasts to 1.5-in dia., gradual wavy boundary.

1.5 – 1.9 Bw1 Yellowish brown (10YR 5/4) to brown to dark brown (10YR 4/3) when moist silty medium sand; weak fine subangular blocky structure to massive; very hard, very firm, non-sticky and non-plastic; few very fine vertical roots; locally few to common subrounded to angular clasts to 0.5-1.0 in long dia.; gradual wavy boundary.

1.9 – 2.3 Bw2 Yellowish brown (10YR 5/4) to yellowish brown (10YR 5/6) when moist silty fine sand; weak to fine subangular blocky structure; extremely hard to locally very firm; few very fine vertical roots; gradual wavy to abrupt wavy boundary (base of cambic horizon).

2.3 – 3.8 C1 Brownish yellow (10YR 6/6) to yellowish brown (10YR 5/4) when moist gravelly coarse sand; massive loose, non-sticky and non-plastic; many angular clasts to ~3-in long diameter; many subrounded pebbles to ~0.8-in dia; abrupt wavy boundary (base of grossly fining-upward channel deposits; laterally discontinuous; unconformity).

3.8 – 4.6 2Bw1b **Buried Paleosol** (very slightly developed): Yellowish brown (10YR 5/6) to dark yellowish brown (10YR 5/4) when moist fine to medium sand; weak subangular blocky structure; hard, friable, non-sticky and non-plastic; few subrounded pebbles to ~0.5-in dia., abrupt smooth to abrupt wavy boundary.

4.6 – 5.2 2Bw2b Dark yellowish brown (10YR 4/6) dark yellowish brown (10YR 3/6) when moist loamy fine sand; weak to moderate subangular blocky structure; slightly hard, firm, slightly sticky and non-plastic; gradual wavy boundary.

TABLE 1 (continued)

Depth (ft)	Horizon	Description
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5.2 – 6.0	2C1b	Pale Brown (10YR 6/3) to dark yellowish brown (10YR 3/4) when moist medium to coarse sand; moderate to fine coarse blocky structure; extremely hard, firm to friable; non-sticky and non-plastic; subrounded clasts to 1-in dia.; gradual wavy boundary.
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6.0 – 6.3	2C2b	Yellowish brown (10YR 5/6) to dark yellowish brown (10YR 4/4) when moist coarse loamy sand; massive; loose, friable, non-sticky and non-plastic; few subrounded clasts to 1-in. dia., gradual wavy boundary.
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6.3 – 7.0	2C3b	Brownish yellow (10YR6/6) to dark yellowish brown (10YR 4/4) when moist gravelly coarse sand; structureless (loose), very friable; non-sticky and non-plastic; common to many subangular and angular clasts to 2-in dia., base of grossly fining-upward sequence; abrupt wavy boundary.
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7.0 – 7.8	2C4b	Dark yellowish brown (10YR 4/6) to strong brown (7.5YR 4/6) when moist coarse sand; massive to weak, fine angular blocky structure; soft, friable, non-sticky and non-plastic; very few angular clasts 0.5 to 1.0-in dia., few to common subrounded clasts to 1-in. dia. near base; abrupt wavy boundary (unconformity).
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7.8 – 8.2	3Btb	Buried Paleosol (slightly developed): Yellowish brown (10YR 5/6) to strong brown (7.5YR 4/6) when moist loamy fine sand; moderate medium angular blocky structure; slightly hard to hard, firm non-sticky and slightly plastic; few very fine clay films bridging mineral grains and lining ped faces; abrupt smooth boundary.
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8.2 – 10.4	3Cb	Light yellowish brown (10YR 6/4) to dark yellowish brown (10YR 4/4) when moist coarse sand,; massive structure; loose, very friable, non-sticky and non-plastic; local gravel lenses to 1.5-in thickness; gravel lenses and horizontal stringers of interbedded sand and gravel; laterally discontinuous; poorly sorted; medium energy environment of deposition; abrupt wavy to abrupt irregular boundary (unconformity).
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10.4 – 12.6	4Bt1b	Buried Paleosol (slightly developed): Brownish yellow (10YR 6/6) to dark yellowish brown (10YR 4/6) when moist moderate very fine subangular blocky structure in clayey lenses; friable, slightly sticky; non-plastic; few very fine dark yellowish brown (10YR 4/4) clay films lining ped faces and bridging mineral grains; locally few to common pebble lenses 0.5 to 1.0 in thick laterally increasing in width; locally discontinuous; local isolated,
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TABLE 1 (continued)

Depth (ft)	Horizon	Description
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very angular clasts to 2-in. dia., abrupt wavy boundary

12.6 – 13.4	4Bt2b	Dark yellowish brown (10YR 4/4) to dark yellowish brown (10YR 3/4) when moist pebbly clay loam; moderate to strong very angular blocky structure; very hard, very firm, slightly sticky and slightly plastic; few very fine dark brown (10YR 3/3) clay films lining ped faces and bridging mineral grains; few to common fine roots and vertical pores; local sand and pebble lenses near base to 2-in. thick; laterally discontinuous; top of grossly fining-upward sequence; gradual to locally abrupt smooth lower boundary.
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13.4 – 14.5	4Bt3b	Dark yellowish brown (10YR 4/4) to dark yellowish brown (10YR 3/4) when moist pebbly loamy sand; weak to moderate angular blocky structure; slightly hard to hard, firm, slightly sticky and plastic; few very fine vertical roots; few very fine clay films lining ped faces and bridging mineral grains; few disseminated detrital charcoal fragments to 0.2-in dia., throughout horizon (see notes), collected near base; few to common pebbly gravel lenses increasing near base; few lenticular subrounded to rounded clasts to 2-in. dia. throughout horizon; abrupt wavy boundary (unconformity).
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14.5 – 15.0	5tb	Buried Paleosol (slightly developed): Yellowish brown (10YR 5/6) to dark yellowish brown (10YR 3/6) when moist pebbly loamy clay; moderate medium angular blocky structure; hard, firm to friable, non-sticky and slightly plastic; few thin lenticular clay lenses; locally few very fine dark yellowish brown (10YR 4/4) clay films lining ped faces and bridging mineral grains; united truncated gradual wavy to abrupt wavy boundary.
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15.0 – 18.4	5C1b	Yellowish brown (10YR 5/8) to dark yellowish brown (10YR 4/6) when moist medium coarse sand; massive structure; very friable, loose; non-sticky and non-plastic; coarsening near base; gradual smooth to locally abrupt boundary.
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18.4 – 18.8	5C2b	Dark yellowish brown (10YR 4/6) to dark yellowish brown (10YR 3/4) silty clay; weak to moderate angular blocky structure; hard very firm, slightly sticky and slightly plastic; laterally extensive marker horizon; thickness variable 2-3 in., continuous unbroken unit below base of locally incised channel gravels and laminated sand); gradual wavy boundary; base of trench wall measured section approximately 6-ft above trench base at Sta. 0+55.
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TABLE 1 (continued)

Notes (*Trench Wall exposures, Sta. 0+55*):

1. Soil profile measurement by RJS and SK, 13 February 2014; GDC "Yucca Trench, west wall; Station 0+55.
2. The surface and four very slightly to slightly developed buried paleosols cap grossly fining-upward sequences; typified by cambic (Bwb) or by cumulic, "weak" argillic (Btb) horizons. Buried paleosols, in generally coarse-grained parent material, each represent ~1-2 k of relative landscape stability soil weathering.
3. Trench exposes thalweg of SW-trending fluvial channel deposits and interbedded paleosols at ~25 ft. Main paleo-channel contains multiple, laterally discontinuous bar and channel sediments; grossly fining upward, and each capped by a truncated buried paleosol.
4. Present geomorphic setting, stratigraphic position and onset of basal channel-gravel deposition implies formation under a more "pluvial" climate; conservatively estimated to be during oxygen-isotope stage 2, ~12-16 ka ago.
5. Cumulatively, the surface and the four buried paleosols represent ~8-10 ka of weathering.

TABLE 2

*GDC Yucca Soil Profile Measurement and Description in “Box Trench”
(approx. 6-ft below base of “18.4-18.8-ft depth horizon”; Sta. 0+35)*

Depth (ft) Horizon Description

25.0 – 25.5 6Bt1b **Buried Paleosol** (truncated; slightly to moderately developed): Dark yellowish brown (10YR 3/6) to dark brown (7.5YR 3/3) when moist silty clay loam; moderate medium angular blocky structure; hard, firm, slightly sticky and slightly plastic; few to common fine dark brown (7.5YR 3/4) clay films lining ped faces; common fine root pores ; gradual diffuse boundary.

25.5 – 27.0 6Bt2b Brown to dark brown (7.5YR 4/4) sandy clay loam; weak to moderate subangular blocky structure; soft, friable, non-sticky and slightly plastic; few very fine clay films decreasing with depth; gradual wavy boundary.

27.0 – 33.0 6Cb Sandy loam grading downward to interbedded granitic clast lenses to 0.5-in. dia., increasing at base; base of Trench Box exposure.

Notes (*Box cut at base of trench; sta. 0+35*):

1. Soil measured and described by RJS, 29 March 2014.
2. Basal clay is truncated by overlying, high-energy channel deposits; only remnant buried paleosol is preserved (slightly to moderately developed with argillic [6Bt1b/6Bt2b] horizons).
3. Buried paleosol is estimated to conservatively represent ~8-10 ka of weathering. The clay parent material is a regional stratigraphic marker, exposed continuously at the base of GDC “Yucca Box Trench” and identified in adjacent continuous cores.
4. Cumulatively, the “Box Trench” soil and the overlying paleosols within the overlying channel gravels represent – at a minimum ~16-20 ka of weathering.

APPENDIX C: BETA ANALYTICAL RADIOCARBON DATING RESULTS



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Miami, Florida 33155 USA
Tel: 305 667 5167
Fax: 305 663 0964
Beta@radiocarbon.com
www.radiocarbon.com

Darden Hood
President
Ronald Hatfield
Christopher Patrick
Deputy Directors

February 26, 2014

Mr. Steven H. Kolthoff
Group Decta Consultants
370 Amapola Avenue, Suite 212
Torrance, CA 90501
United States

RE: Radiocarbon Dating Results For Samples 1161A Yucca-1, 1161A Yucca-2

Dear Mr. Kolthoff:

Enclosed are the radiocarbon dating results for two samples recently sent to us. The report sheet contains the Conventional Radiocarbon Age (BP), the method used, material type, and applied pretreatments, any sample specific comments and, where applicable, the two-sigma calendar calibration range. The Conventional Radiocarbon ages have been corrected for total isotopic fractionation effects (natural and laboratory induced).

All results (excluding some inappropriate material types) which fall within the range of available calibration data are calibrated to calendar years (cal BC/AD) and calibrated radiocarbon years (cal BP). Calibration was calculated using the one of the databases associated with the 2013 INTCAL program (cited in the references on the bottom of the calibration graph page provided for each sample.) Multiple probability ranges may appear in some cases, due to short-term variations in the atmospheric ¹⁴C contents at certain time periods. Looking closely at the calibration graph provided and where the BP sigma limits intercept the calibration curve will help you understand this phenomenon.

Conventional Radiocarbon Ages and sigmas are rounded to the nearest 10 years per the conventions of the 1977 International Radiocarbon Conference. When counting statistics produce sigmas lower than +/- 30 years, a conservative +/- 30 BP is cited for the result.

All work on these samples was performed in our laboratories in Miami under strict chain of custody and quality control under ISO-17025 accreditation protocols. Sample, modern and blanks were all analyzed in the same chemistry lines by qualified professional technicians using identical reagents and counting parameters within our own particle accelerators. A quality assurance report is posted to your directory for each result.

As always, your inquiries are most welcome. If you have any questions or would like further details regarding the analyses, please do not hesitate to contact us.

The cost of the analysis was charged to the MASTERCARD card provided. Thank you. As always, if you have any questions or would like to discuss the results, don't hesitate to contact me.

Sincerely,


Digital signature on file



BETA ANALYTIC INC.

DR. M.A. TAMERS and MR. D.G. HOOD

4985 S.W. 74 COURT
MIAMI, FLORIDA, USA 33155
PH: 305-667-5167 FAX:305-663-0964
beta@radiocarbon.com

REPORT OF RADIOCARBON DATING ANALYSES

Mr. Steven H. Kolthoff

Report Date: 2/26/2014

Group Decta Consultants

Material Received: 2/19/2014

Sample Data	Measured Radiocarbon Age	13C/12C Ratio	Conventional Radiocarbon Age(*)
Beta - 373452 SAMPLE : 1161A Yucca-1 ANALYSIS : AMS-PRIORITY delivery MATERIAL/PRETREATMENT : (organic sediment): acid washes 2 SIGMA CALIBRATION : Cal BC 43525 to 41465 (Cal BP 45475 to 43415)	40970 +/- 580 BP	-22.8 o/oo	41010 +/- 580 BP
Beta - 373453 SAMPLE : 1161A Yucca-2 ANALYSIS : AMS-PRIORITY delivery MATERIAL/PRETREATMENT : (charred material): acid/alkali/acid 2 SIGMA CALIBRATION : Cal BC 3010 to 2975 (Cal BP 4960 to 4925) and Cal BC 2965 to 2950 (Cal BP 4915 to 4900) and Cal BC 2940 to 2890 (Cal BP 4890 to 4840)	4310 +/- 30 BP	-24.2 o/oo	4320 +/- 30 BP

Dates are reported as RCYBP (radiocarbon years before present, "present" = AD 1950). By international convention, the modern reference standard was 95% the 14C activity of the National Institute of Standards and Technology (NIST) Oxalic Acid (SRM 4990C) and calculated using the Libby 14C half-life (5568 years). Quoted errors represent 1 relative standard deviation statistics (68% probability) counting errors based on the combined measurements of the sample, background, and modern reference standards. Measured 13C/12C ratios (delta 13C) were calculated relative to the PDB-1 standard.

The Conventional Radiocarbon Age represents the Measured Radiocarbon Age corrected for isotopic fractionation, calculated using the delta 13C. On rare occasion where the Conventional Radiocarbon Age was calculated using an assumed delta 13C, the ratio and the Conventional Radiocarbon Age will be followed by "**". The Conventional Radiocarbon Age is not calendar calibrated. When available, the Calendar Calibrated result is calculated from the Conventional Radiocarbon Age and is listed as the "Two Sigma Calibrated Result" for each sample.

CALIBRATION OF RADIOCARBON AGE TO CALENDAR YEARS

(Variables: C13/C12 = -22.8 ‰ : lab. mult = 1)

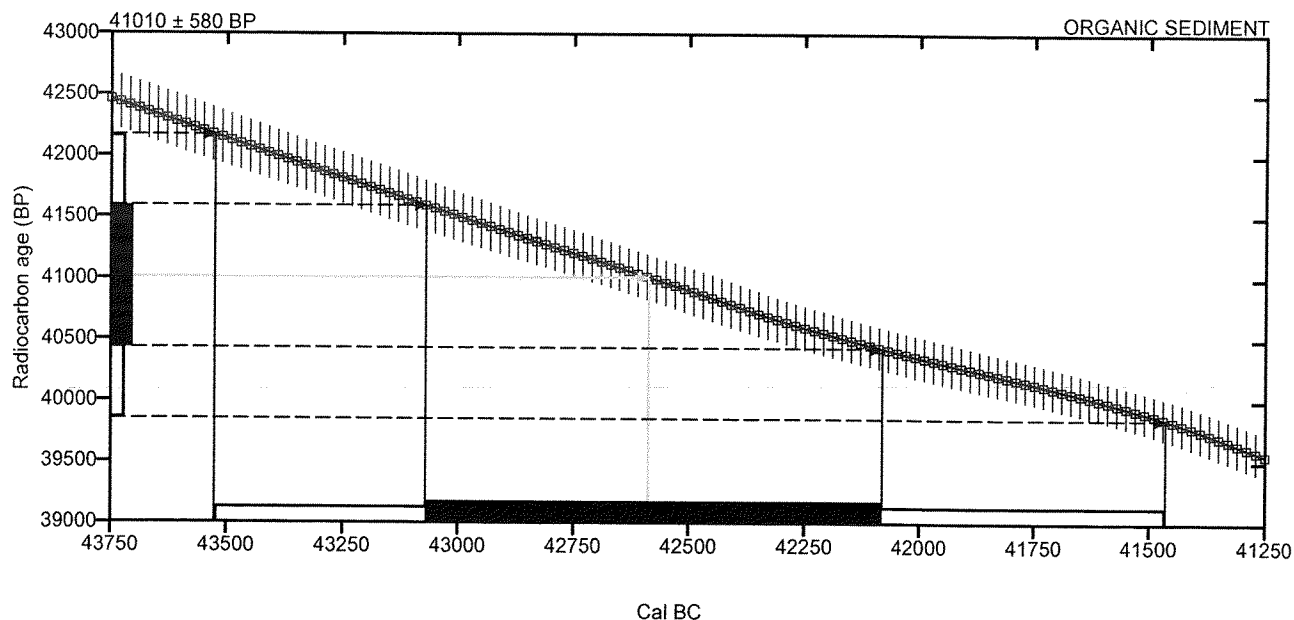
Laboratory number **Beta-373452**

Conventional radiocarbon age **41010 ± 580 BP**

2 Sigma calibrated result Cal BC 43525 to 41465 (Cal BP 45475 to 43415)
95% probability

Intercept of radiocarbon age with calibration curve **Cal BC 42585 (Cal BP 44535)**
curve

1 Sigma calibrated results Cal BC 43070 to 42085 (Cal BP 45020 to 44035)
68% probability



Database used
INTCAL13

References

Mathematics used for calibration scenario

A Simplified Approach to Calibrating C14 Dates, Talma, A. S., Vogel, J. C., 1993, Radiocarbon 35(2):317-322

References to INTCAL13 database

Reimer PJ et al. IntCal13 and Marine13 radiocarbon age calibration curves 0–50,000 years cal BP. Radiocarbon 55(4):1869–1887.

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CALIBRATION OF RADIOCARBON AGE TO CALENDAR YEARS

(Variables: C13/C12 = -24.2 o/oo : lab. mult = 1)

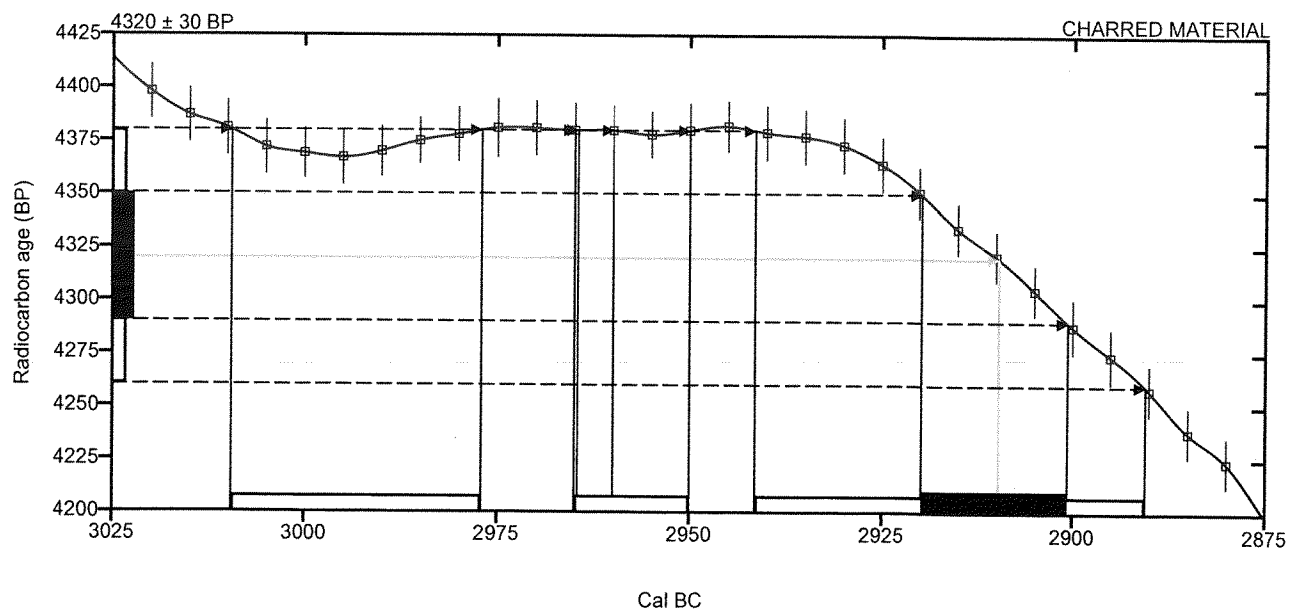
Laboratory number **Beta-373453**

Conventional radiocarbon age **4320 ± 30 BP**

2 Sigma calibrated result Cal BC 3010 to 2975 (Cal BP 4960 to 4925)
95% probability Cal BC 2965 to 2950 (Cal BP 4915 to 4900)
Cal BC 2940 to 2890 (Cal BP 4890 to 4840)

Intercept of radiocarbon age with calibration curve Cal BC 2910 (Cal BP 4860)
curve

1 Sigma calibrated results Cal BC 2920 to 2900 (Cal BP 4870 to 4850)
68% probability



Database used
INTCAL13

References

Mathematics used for calibration scenario

A Simplified Approach to Calibrating C14 Dates, Talma, A. S., Vogel, J. C., 1993, Radiocarbon 35(2):317-322

References to INTCAL13 database

Reimer PJ et al. IntCal13 and Marine13 radiocarbon age calibration curves 0–50,000 years cal BP. Radiocarbon 55(4):1869–1887.

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Darden Hood
President

Ronald Hatfield
Christopher Patrick
Deputy Directors

June 25, 2014

Mr. Steven H. Kolthoff
Group Delta Consultants
370 Amapola Avenue
Suite 212
Torrance, CA 90501
United States

RE: Radiocarbon Dating Results For Samples Mill-1, Mill-2, Mill-3, Mill-4, Mill-5, Mill-6, Mill-7,
Yucca-4

Dear Mr. Kolthoff:

Enclosed are the radiocarbon dating results for eight samples recently sent to us. As usual, the method of analysis is listed on the report with the results and calibration data is provided where applicable. The Conventional Radiocarbon Ages have all been corrected for total fractionation effects and where applicable, calibration was performed using 2013 calibration databases (cited on the graph pages).

The web directory containing the table of results and PDF download also contains pictures, a cvs spreadsheet download option and a quality assurance report containing expected vs. measured values for 3-5 working standards analyzed simultaneously with your samples.

Reported results are accredited to ISO-17025 standards and all chemistry was performed here in our laboratories and counted in our own accelerators here in Miami. Since Beta is not a teaching laboratory, only graduates trained to strict protocols of the ISO-17025 program participated in the analyses.

As always Conventional Radiocarbon Ages and sigmas are rounded to the nearest 10 years per the conventions of the 1977 International Radiocarbon Conference. When counting statistics produce sigmas lower than +/- 30 years, a conservative +/- 30 BP is cited for the result.

When interpreting the results, please consider any communications you may have had with us regarding the samples. As always, your inquiries are most welcome. If you have any questions or would like further details of the analyses, please do not hesitate to contact us.

Thank you for prepaying the analyses. As always, if you have any questions or would like to discuss the results, don't hesitate to contact me.

Sincerely,

Digital signature on file

REPORT OF RADIOCARBON DATING ANALYSES

Mr. Steven H. Kolthoff

Report Date: 6/25/2014

Group Delta Consultants

Material Received: 6/19/2014

Sample Data	Measured Radiocarbon Age	13C/12C Ratio	Conventional Radiocarbon Age(*)
Beta - 383451 SAMPLE : Mill-1 ANALYSIS : AMS-PRIORITY delivery MATERIAL/PRETREATMENT : (charred material): acid/alkali/acid 2 SIGMA CALIBRATION : Cal BC 2915 to 2880 (Cal BP 4865 to 4830)	4280 +/- 30 BP	-25.3 o/oo	4280 +/- 30 BP
Beta - 383452 SAMPLE : Mill-2 ANALYSIS : AMS-PRIORITY delivery MATERIAL/PRETREATMENT : (charred material): acid/alkali/acid 2 SIGMA CALIBRATION : Cal BC 3015 to 2895 (Cal BP 4965 to 4845)	4310 +/- 30 BP	-23.8 o/oo	4330 +/- 30 BP
Beta - 383453 SAMPLE : Mill-3 ANALYSIS : AMS-PRIORITY delivery MATERIAL/PRETREATMENT : (charred material): acid/alkali/acid 2 SIGMA CALIBRATION : Cal BC 2880 to 2830 (Cal BP 4830 to 4780) and Cal BC 2820 to 2625 (Cal BP 4770 to 4575)	4170 +/- 30 BP	-25.6 o/oo	4160 +/- 30 BP
Beta - 383454 SAMPLE : Mill-4 ANALYSIS : AMS-PRIORITY delivery MATERIAL/PRETREATMENT : (charred material): acid/alkali/acid 2 SIGMA CALIBRATION : Cal BC 2895 to 2860 (Cal BP 4845 to 4810) and Cal BC 2805 to 2755 (Cal BP 4755 to 4705) and Cal BC 2720 to 2705 (Cal BP 4670 to 4655)	4190 +/- 30 BP	-23.3 o/oo	4220 +/- 30 BP

Dates are reported as RCYBP (radiocarbon years before present, "present" = AD 1950). By international convention, the modern reference standard was 95% the 14C activity of the National Institute of Standards and Technology (NIST) Oxalic Acid (SRM 4990C) and calculated using the Libby 14C half-life (5568 years). Quoted errors represent 1 relative standard deviation statistics (68% probability) counting errors based on the combined measurements of the sample, background, and modern reference standards. Measured 13C/12C ratios (delta 13C) were calculated relative to the PDB-1 standard.

The Conventional Radiocarbon Age represents the Measured Radiocarbon Age corrected for isotopic fractionation, calculated using the delta 13C. On rare occasion where the Conventional Radiocarbon Age was calculated using an assumed delta 13C, the ratio and the Conventional Radiocarbon Age will be followed by "m". The Conventional Radiocarbon Age is not calendar calibrated. When available, the Calendar Calibrated result is calculated from the Conventional Radiocarbon Age and is listed as the "Two Sigma Calibrated Result" for each sample.

REPORT OF RADIOCARBON DATING ANALYSES

Mr. Steven H. Kolthoff

Report Date: 6/25/2014

Sample Data	Measured Radiocarbon Age	13C/12C Ratio	Conventional Radiocarbon Age(*)
Beta - 383455 SAMPLE : Mill-5 ANALYSIS : AMS-PRIORITY delivery MATERIAL/PRETREATMENT : (charred material): acid/alkali/acid 2 SIGMA CALIBRATION : Cal BC 3085 to 3065 (Cal BP 5035 to 5015) and Cal BC 3025 to 2905 (Cal BP 4975 to 4855)	4330 +/- 30 BP	-23.2 o/oo	4360 +/- 30 BP
Beta - 383456 SAMPLE : Mill-6 ANALYSIS : AMS-PRIORITY delivery MATERIAL/PRETREATMENT : (charred material): acid/alkali/acid 2 SIGMA CALIBRATION : Cal BC 3320 to 3235 (Cal BP 5270 to 5185) and Cal BC 3170 to 3160 (Cal BP 5120 to 5110) and Cal BC 3115 to 3005 (Cal BP 5065 to 4955) and Cal BC 2990 to 2930 (Cal BP 4940 to 4880)	4430 +/- 30 BP	-24.7 o/oo	4430 +/- 30 BP
Beta - 383457 SAMPLE : Mill-7 ANALYSIS : AMS-PRIORITY delivery MATERIAL/PRETREATMENT : (charred material): acid/alkali/acid 2 SIGMA CALIBRATION : Cal BC 3305 to 3300 (Cal BP 5255 to 5250) and Cal BC 3280 to 3275 (Cal BP 5230 to 5225) and Cal BC 3265 to 3240 (Cal BP 5215 to 5190) and Cal BC 3105 to 2925 (Cal BP 5055 to 4875)	4420 +/- 30 BP	-25.0 o/oo	4420 +/- 30 BP
Beta - 383459 SAMPLE : Yucca-4 ANALYSIS : AMS-PRIORITY delivery MATERIAL/PRETREATMENT : (charred material): acid/alkali/acid 2 SIGMA CALIBRATION : Cal BC 2890 to 2835 (Cal BP 4840 to 4785) and Cal BC 2815 to 2675 (Cal BP 4765 to 4625)	4170 +/- 30 BP	-24.0 o/oo	4190 +/- 30 BP

Dates are reported as RCYBP (radiocarbon years before present, "present" = AD 1950). By international convention, the modern reference standard was 95% the 14C activity of the National Institute of Standards and Technology (NIST) Oxalic Acid (SRM 4990C) and calculated using the Libby 14C half-life (5568 years). Quoted errors represent 1 relative standard deviation statistics (68% probability) counting errors based on the combined measurements of the sample, background, and modern reference standards. Measured 13C/12C ratios (delta 13C) were calculated relative to the PDB-1 standard.

The Conventional Radiocarbon Age represents the Measured Radiocarbon Age corrected for isotopic fractionation, calculated using the delta 13C. On rare occasion where the Conventional Radiocarbon Age was calculated using an assumed delta 13C, the ratio and the Conventional Radiocarbon Age will be followed by "m". The Conventional Radiocarbon Age is not calendar calibrated. When available, the Calendar Calibrated result is calculated from the Conventional Radiocarbon Age and is listed as the "Two Sigma Calibrated Result" for each sample.

CALIBRATION OF RADIOCARBON AGE TO CALENDAR YEARS

(Variables: C13/C12 = -25.3 o/oo : lab. mult = 1)

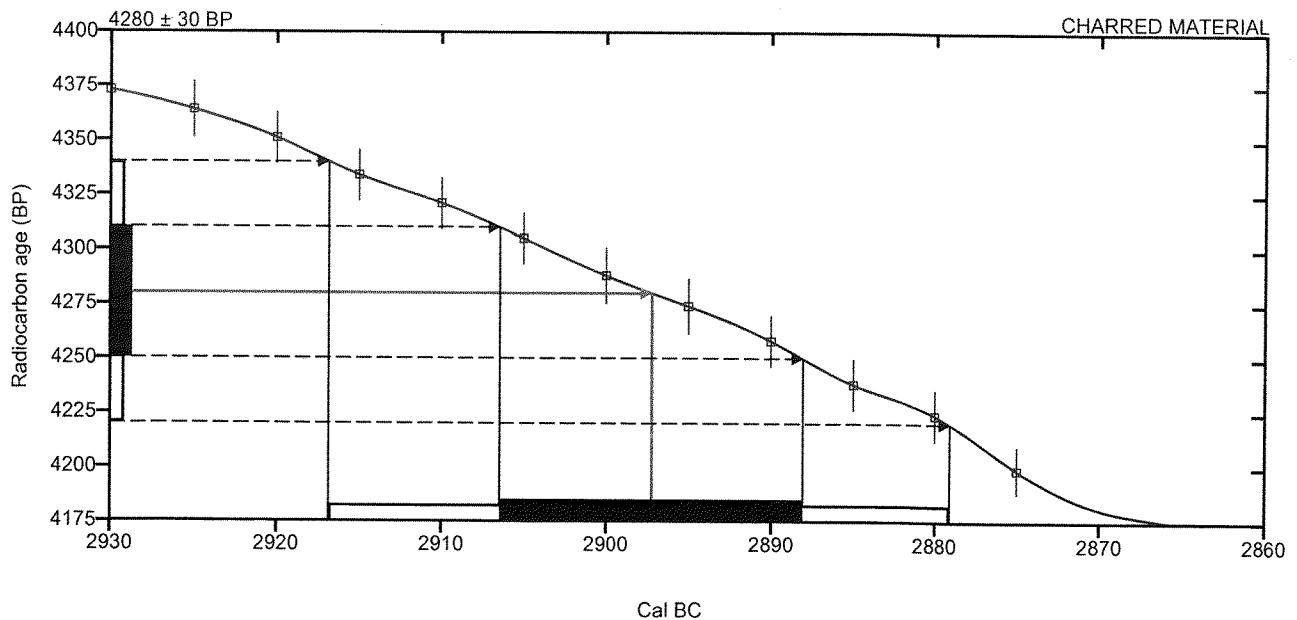
Laboratory number **Beta-383451**

Conventional radiocarbon age **4280 ± 30 BP**

2 Sigma calibrated result **Cal BC 2915 to 2880 (Cal BP 4865 to 4830)**
95% probability

Intercept of radiocarbon age with calibration curve Cal BC 2895 (Cal BP 4845)

1 Sigma calibrated results Cal BC 2905 to 2890 (Cal BP 4855 to 4840)
68% probability



Database used
INTCAL13

References

Mathematics used for calibration scenario

A Simplified Approach to Calibrating C14 Dates, Talma, A. S., Vogel, J. C., 1993, Radiocarbon 35(2):317-322

References to INTCAL13 database

Reimer PJ et al. IntCal13 and Marine13 radiocarbon age calibration curves 0–50,000 years cal BP. Radiocarbon 55(4):1869–1887.

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CALIBRATION OF RADIOCARBON AGE TO CALENDAR YEARS

(Variables: C13/C12 = -23.8 o/oo : lab. mult = 1)

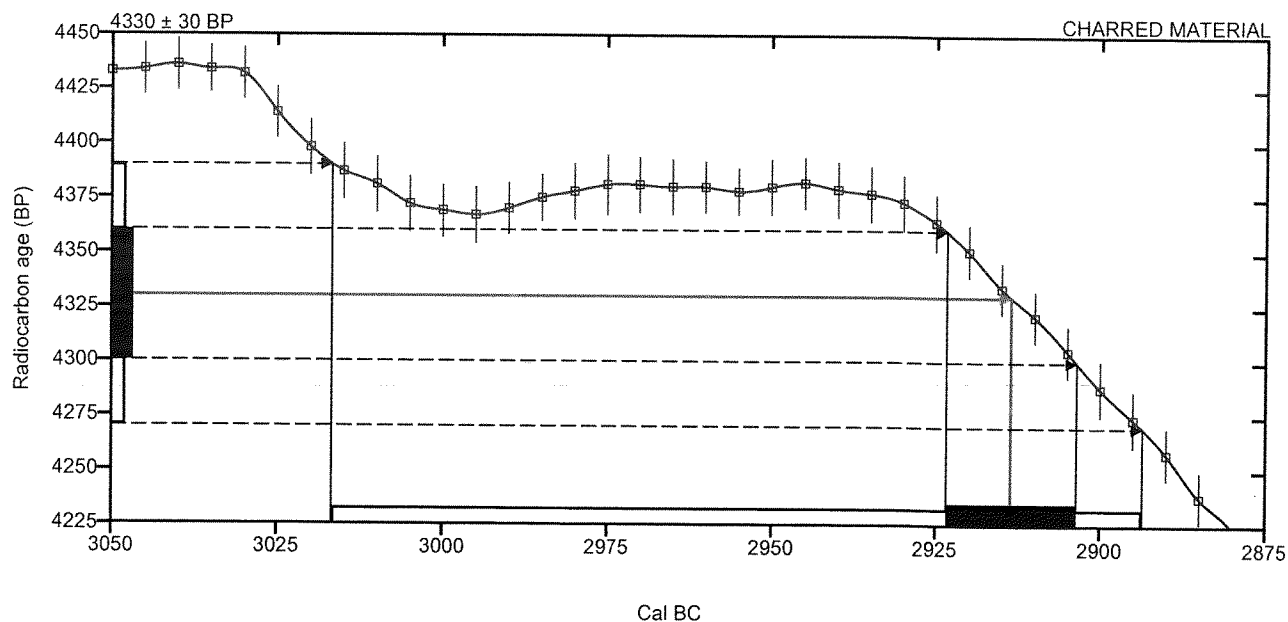
Laboratory number **Beta-383452**

Conventional radiocarbon age **4330 ± 30 BP**

2 Sigma calibrated result **Cal BC 3015 to 2895 (Cal BP 4965 to 4845)**
95% probability

Intercept of radiocarbon age with calibration curve Cal BC 2915 (Cal BP 4865)

1 Sigma calibrated results **Cal BC 2925 to 2905 (Cal BP 4875 to 4855)**
68% probability



Database used
INTCAL13

References

Mathematics used for calibration scenario

A Simplified Approach to Calibrating C14 Dates, Talma, A. S., Vogel, J. C., 1993, Radiocarbon 35(2):317-322

References to INTCAL13 database

Reimer PJ et al. IntCal13 and Marine13 radiocarbon age calibration curves 0–50,000 years cal BP. Radiocarbon 55(4):1869–1887.

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CALIBRATION OF RADIOCARBON AGE TO CALENDAR YEARS

(Variables: C13/C12 = -25.6 o/oo : lab. mult = 1)

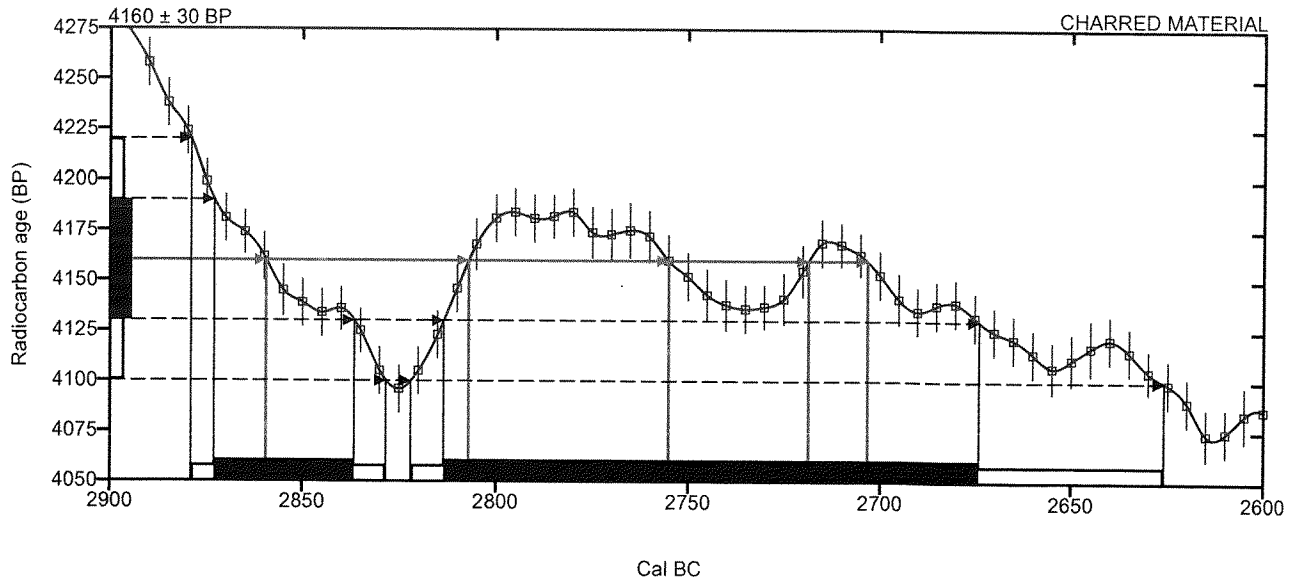
Laboratory number **Beta-383453**

Conventional radiocarbon age **4160 ± 30 BP**

2 Sigma calibrated result **Cal BC 2880 to 2830 (Cal BP 4830 to 4780)**
95% probability **Cal BC 2820 to 2625 (Cal BP 4770 to 4575)**

Intercept of radiocarbon age with calibration curve Cal BC 2860 (Cal BP 4810)
curve Cal BC 2805 (Cal BP 4755)
Cal BC 2755 (Cal BP 4705)
Cal BC 2720 (Cal BP 4670)
Cal BC 2705 (Cal BP 4655)

1 Sigma calibrated results Cal BC 2875 to 2835 (Cal BP 4825 to 4785)
68% probability Cal BC 2815 to 2675 (Cal BP 4765 to 4625)



Database used
INTCAL13

References

Mathematics used for calibration scenario

A Simplified Approach to Calibrating C14 Dates, Talma, A. S., Vogel, J. C., 1993, Radiocarbon 35(2):317-322

References to INTCAL13 database

Reimer PJ et al. IntCal13 and Marine13 radiocarbon age calibration curves 0–50,000 years cal BP. Radiocarbon 55(4):1869–1887.

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CALIBRATION OF RADIOCARBON AGE TO CALENDAR YEARS

(Variables: C13/C12 = -23.3 o/oo : lab. mult = 1)

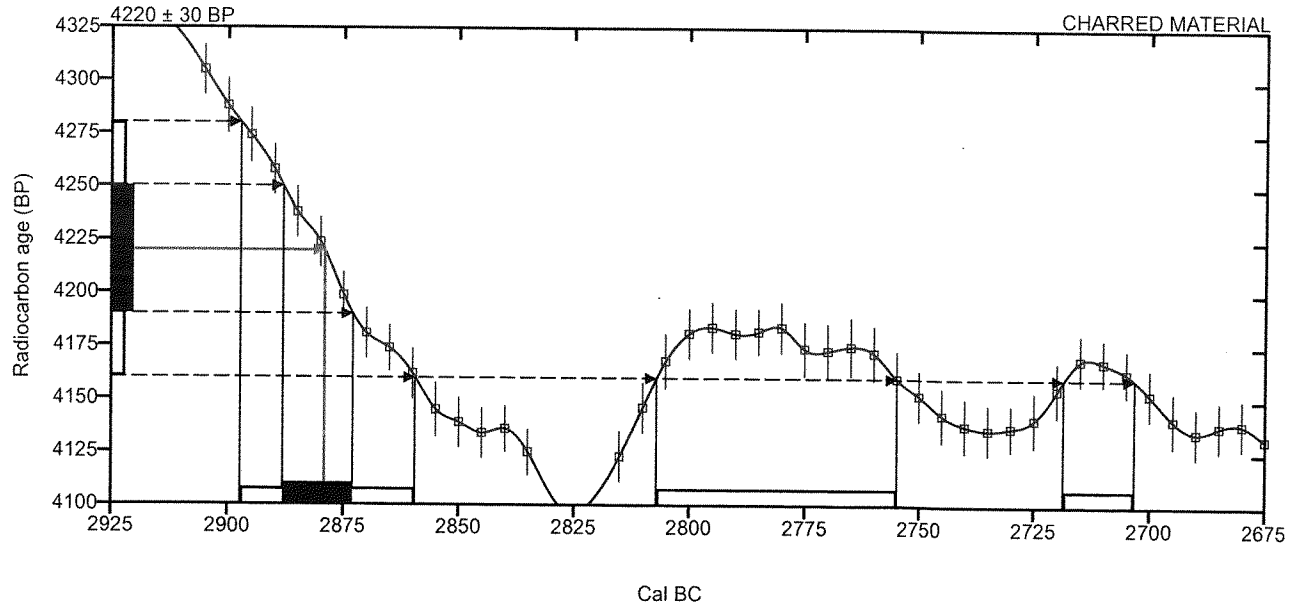
Laboratory number **Beta-383454**

Conventional radiocarbon age **4220 ± 30 BP**

2 Sigma calibrated result **Cal BC 2895 to 2860 (Cal BP 4845 to 4810)**
95% probability **Cal BC 2805 to 2755 (Cal BP 4755 to 4705)**
 Cal BC 2720 to 2705 (Cal BP 4670 to 4655)

Intercept of radiocarbon age with calibration curve Cal BC 2880 (Cal BP 4830)

1 Sigma calibrated results Cal BC 2890 to 2875 (Cal BP 4840 to 4825)
68% probability



Database used
INTCAL13

References

Mathematics used for calibration scenario

A Simplified Approach to Calibrating C14 Dates, Talma, A. S., Vogel, J. C., 1993, Radiocarbon 35(2):317-322

References to INTCAL13 database

Reimer PJ et al. IntCal13 and Marine13 radiocarbon age calibration curves 0–50,000 years cal BP. Radiocarbon 55(4):1869–1887.

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CALIBRATION OF RADIOCARBON AGE TO CALENDAR YEARS

(Variables: C13/C12 = -23.2 o/oo : lab. mult = 1)

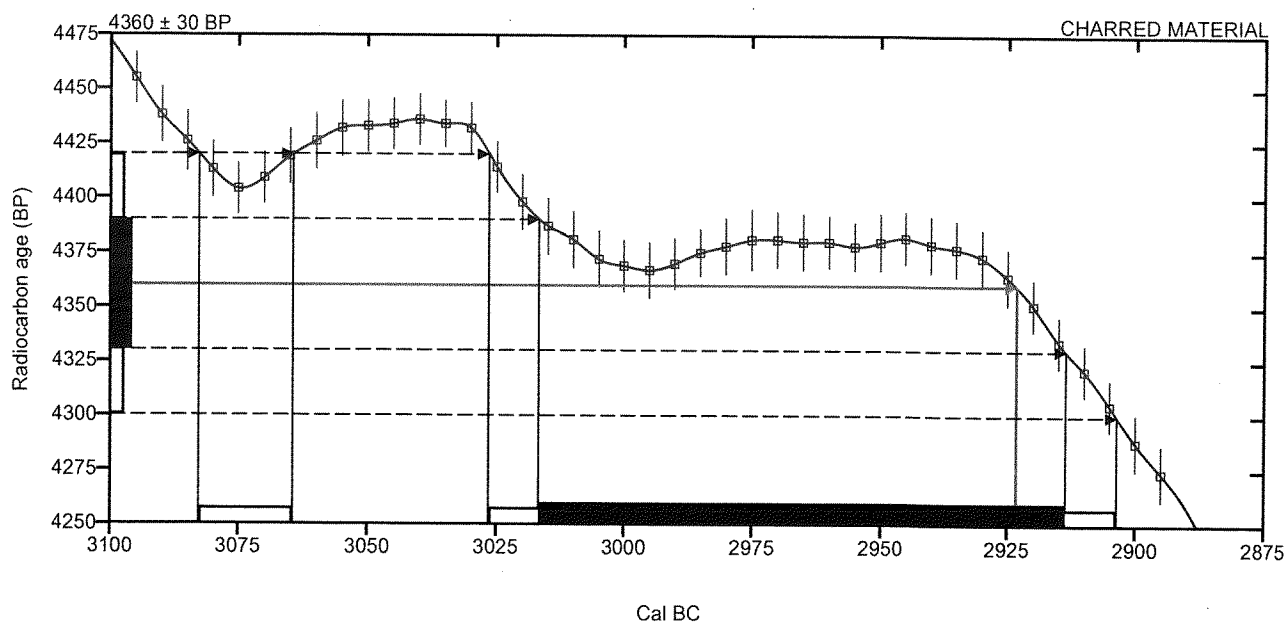
Laboratory number **Beta-383455**

Conventional radiocarbon age **4360 ± 30 BP**

2 Sigma calibrated result **Cal BC 3085 to 3065 (Cal BP 5035 to 5015)**
95% probability **Cal BC 3025 to 2905 (Cal BP 4975 to 4855)**

Intercept of radiocarbon age with calibration curve **Cal BC 2925 (Cal BP 4875)**
curve

1 Sigma calibrated results **Cal BC 3015 to 2915 (Cal BP 4965 to 4865)**
68% probability



Database used
INTCAL13

References

Mathematics used for calibration scenario

A Simplified Approach to Calibrating C14 Dates, Talma, A. S., Vogel, J. C., 1993, Radiocarbon 35(2):317-322

References to INTCAL13 database

Reimer PJ et al. IntCal13 and Marine13 radiocarbon age calibration curves 0–50,000 years cal BP. Radiocarbon 55(4):1869–1887.

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CALIBRATION OF RADIOCARBON AGE TO CALENDAR YEARS

(Variables: C13/C12 = -24.7 o/oo : lab. mult = 1)

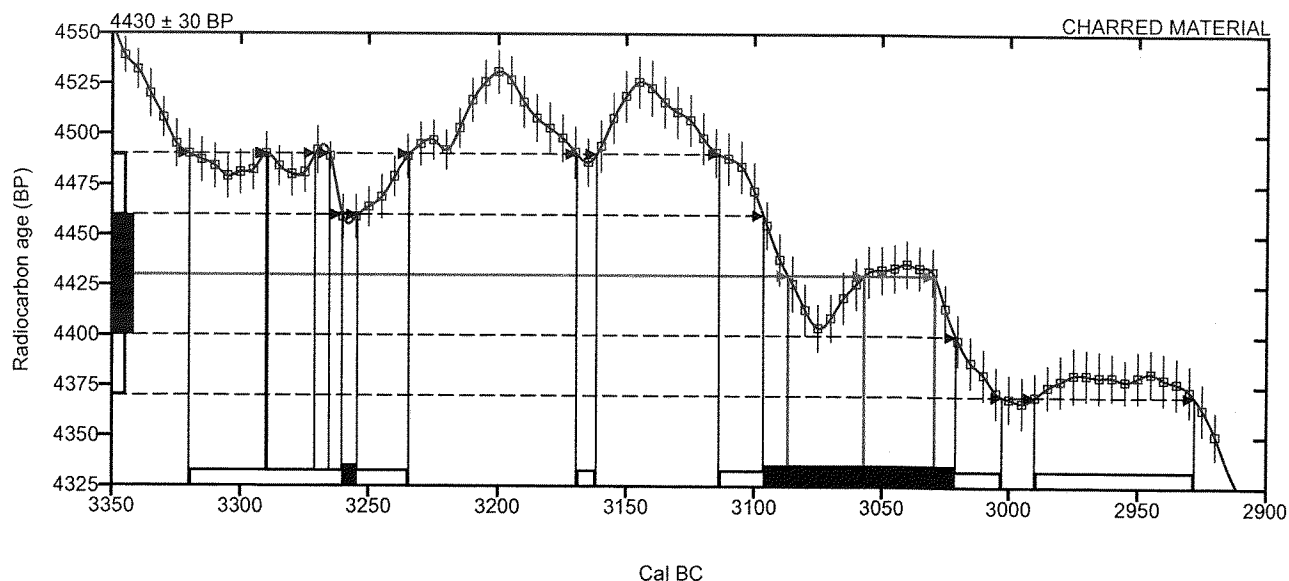
Laboratory number **Beta-383456**

Conventional radiocarbon age **4430 ± 30 BP**

2 Sigma calibrated result
95% probability
Cal BC 3320 to 3235 (Cal BP 5270 to 5185)
Cal BC 3170 to 3160 (Cal BP 5120 to 5110)
Cal BC 3115 to 3005 (Cal BP 5065 to 4955)
Cal BC 2990 to 2930 (Cal BP 4940 to 4880)

Intercept of radiocarbon age with calibration
curve
Cal BC 3085 (Cal BP 5035)
Cal BC 3055 (Cal BP 5005)
Cal BC 3030 (Cal BP 4980)

1 Sigma calibrated results
68% probability
Cal BC 3260 to 3255 (Cal BP 5210 to 5205)
Cal BC 3095 to 3020 (Cal BP 5045 to 4970)



Database used
INTCAL13

References

Mathematics used for calibration scenario

A Simplified Approach to Calibrating C14 Dates, Talma, A. S., Vogel, J. C., 1993, Radiocarbon 35(2):317-322

References to INTCAL13 database

Reimer PJ et al. IntCal13 and Marine13 radiocarbon age calibration curves 0–50,000 years cal BP. Radiocarbon 55(4):1869–1887.

Beta Analytic Radiocarbon Dating Laboratory

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CALIBRATION OF RADIOCARBON AGE TO CALENDAR YEARS

(Variables: C13/C12 = -24 o/oo : lab. mult = 1)

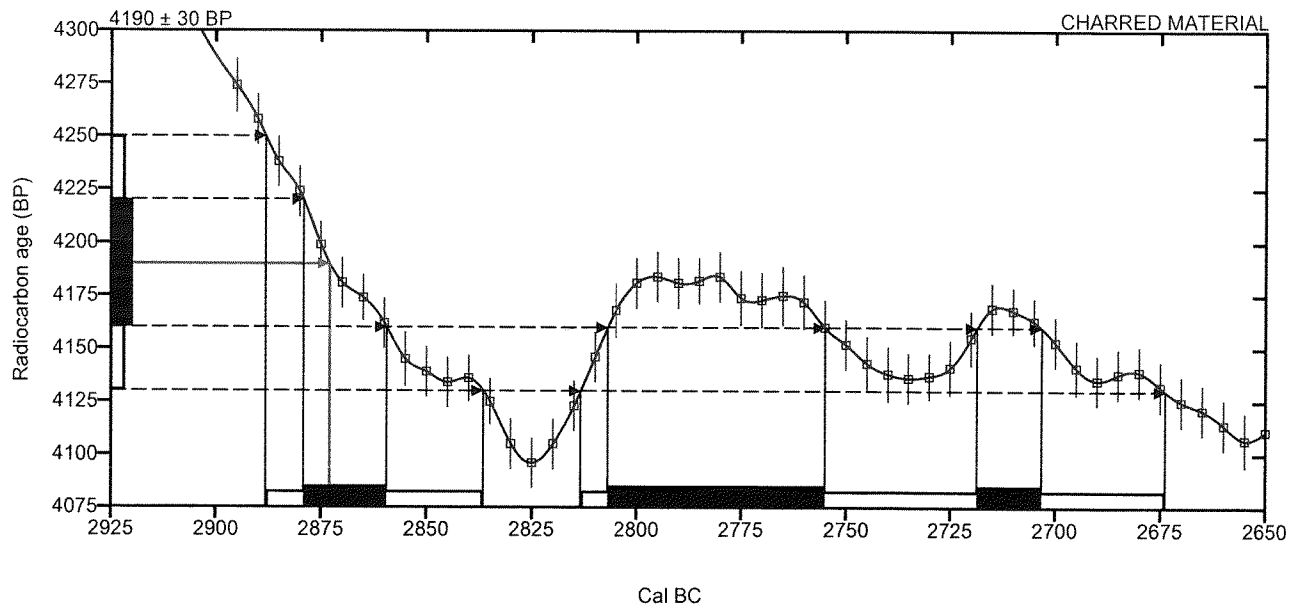
Laboratory number **Beta-383459**

Conventional radiocarbon age **4190 ± 30 BP**

2 Sigma calibrated result **Cal BC 2890 to 2835 (Cal BP 4840 to 4785)**
95% probability **Cal BC 2815 to 2675 (Cal BP 4765 to 4625)**

Intercept of radiocarbon age with calibration curve **Cal BC 2875 (Cal BP 4825)**

1 Sigma calibrated results **Cal BC 2880 to 2860 (Cal BP 4830 to 4810)**
68% probability **Cal BC 2805 to 2755 (Cal BP 4755 to 4705)**
 Cal BC 2720 to 2705 (Cal BP 4670 to 4655)



Database used
INTCAL13

References

Mathematics used for calibration scenario

A Simplified Approach to Calibrating C14 Dates, Talma, A. S., Vogel, J. C., 1993, Radiocarbon 35(2):317-322

References to INTCAL13 database

Reimer PJ et al. IntCal13 and Marine13 radiocarbon age calibration curves 0–50,000 years cal BP. Radiocarbon 55(4):1869–1887.

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APPENDIX D: PHOTOS OF WEST AND EAST TRENCH



Photo 1:

Yucca Trench site (looking west across Argyle Avenue, south of Yucca Street) was excavated behind the green fencing. Looking west toward the Capitol Records Tower. The intersection of Yucca and Argyle is just to the right of this photo.



Photo 2:

(West Trench) A view of the northern half of the Fault Trench looking northwest. Line of Flagging (See Black Arrow) is the stratigraphic section measured and defined by Dr. Roy Shlemon.



Photo 3:

(West Trench) Looking south at the Holocene upper sand sediments along the eastern side of the west Trench at sta. 0+60. The sands are part of the "Argyle Channel" Deposits.

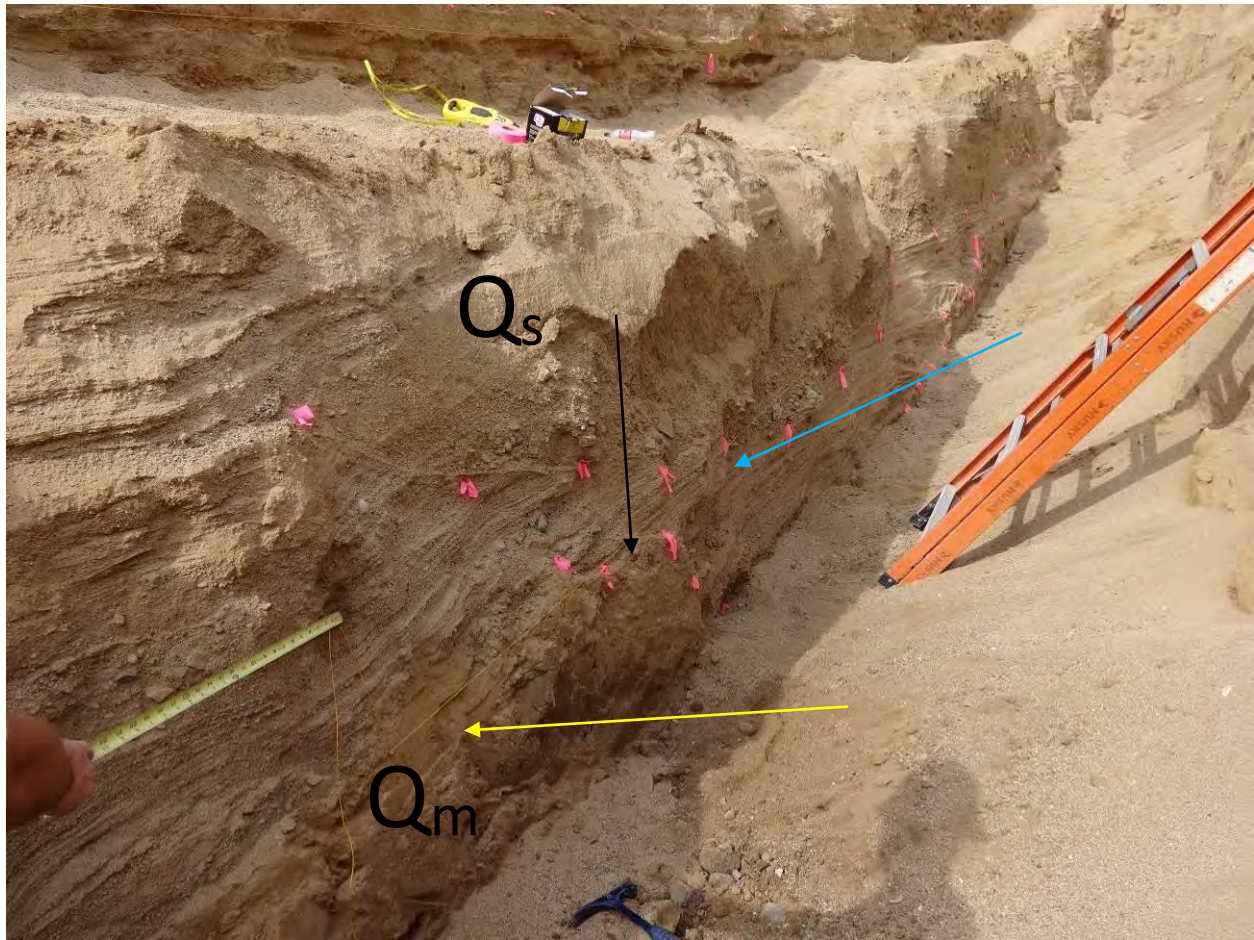


Photo 4:

(West Trench) On the bottom of the Fault Trench along the surface of the mud flow sediments (yellow arrow) a Thalweg was uncovered. Above the Thalweg, the sands infilling are coarse, cross-bedded and highly channeled (blue arrow). The surface between the mud flow and the upper sand sediments marks the Pleistocene – Holocene contact (black arrow).

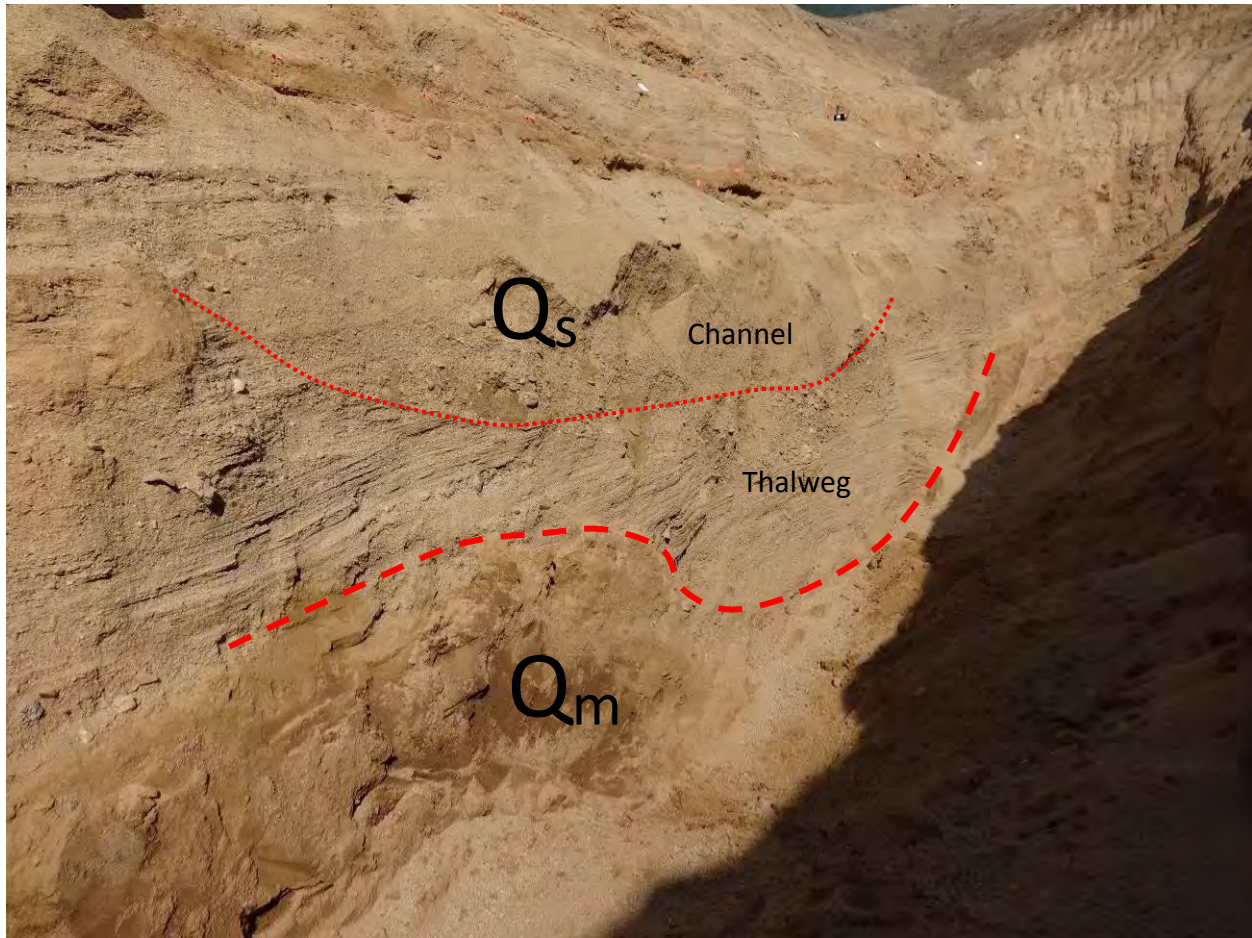


Photo 5:

(West Trench) This photo illustrates the stratigraphic contact Thalweg in the mud flow sediments where the “Argyle” Canyon Deposits sediments (upper sand) are uncomfortably contact with the mud flow sediments below.



Photo 6:

(West Trench) This photo illustrates the cross-bedded sands and channels above the mud flow indicating the high energy nature of the sand above the mud flow sediments, looking south.



Photo 7:

(West Trench) Test pit in the bottom of the trench. This test pit was excavated to assess the pedogenic properties of the mud flow sediments, looking north.



Photo 8:

(West Trench) Trench box protecting the test pit excavated in the mud flow sediments.



Photo 9:

(East Trench) Breaking Ground. Note the dark layers of historic burnt human refuse near the top. This material consisted of an old burn pit where human refuse was discarded and incinerated near the surface in shallow pits. Below the burn pits were thick layers of upper sand sediments that were up to 30 feet thick, on top of mud flow sediments to the west then found unconformable found on top of debris flow sediments to the east.

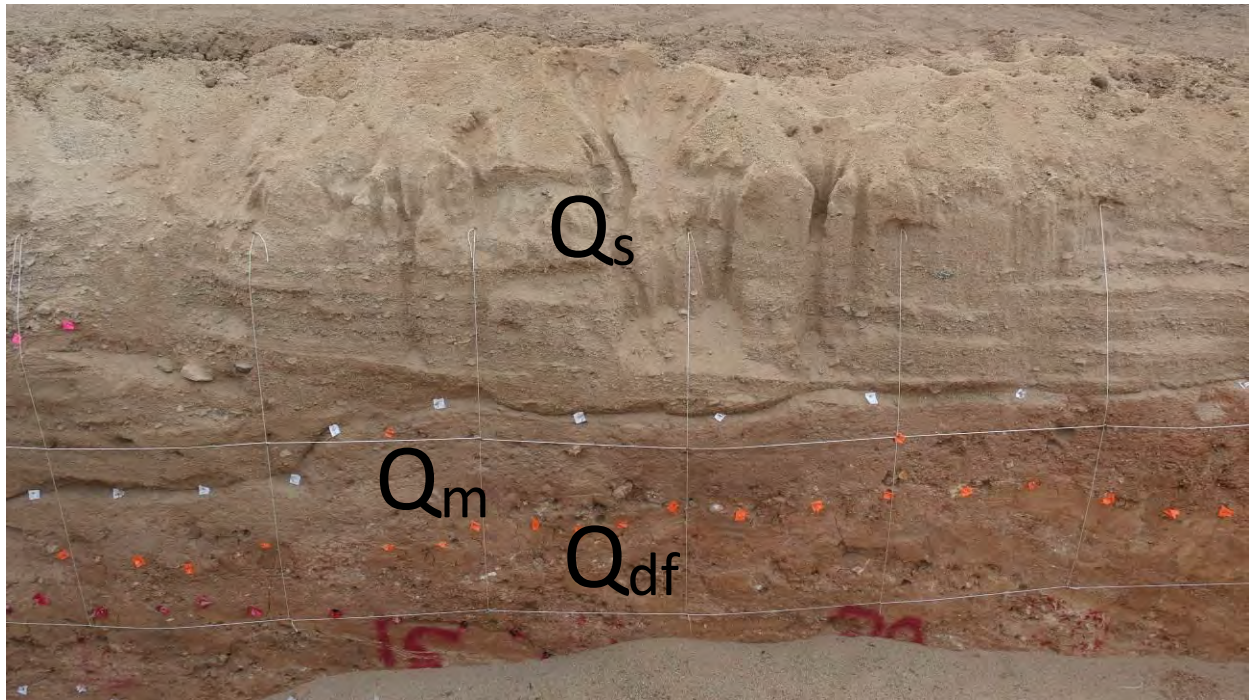


Photo 10: (East Trench, West Wall) the sharp contact between the upper sand sediments (gray sands above the white flags), the ~30ka soil (above the orange flags) that is part of the parent mud flow deposits and the lower debris flow sediments. The lower debris flow sediments are dipping 40o and greater to the south.



Photo 11:

(East Trench looking north). To the left, upper sand sediments are on top of parent mud flow sediments. To the right, artificial fill is on top of debris flow deposits. At the northern terminus of the trench, artificial fill is on top of upper sand sediments.

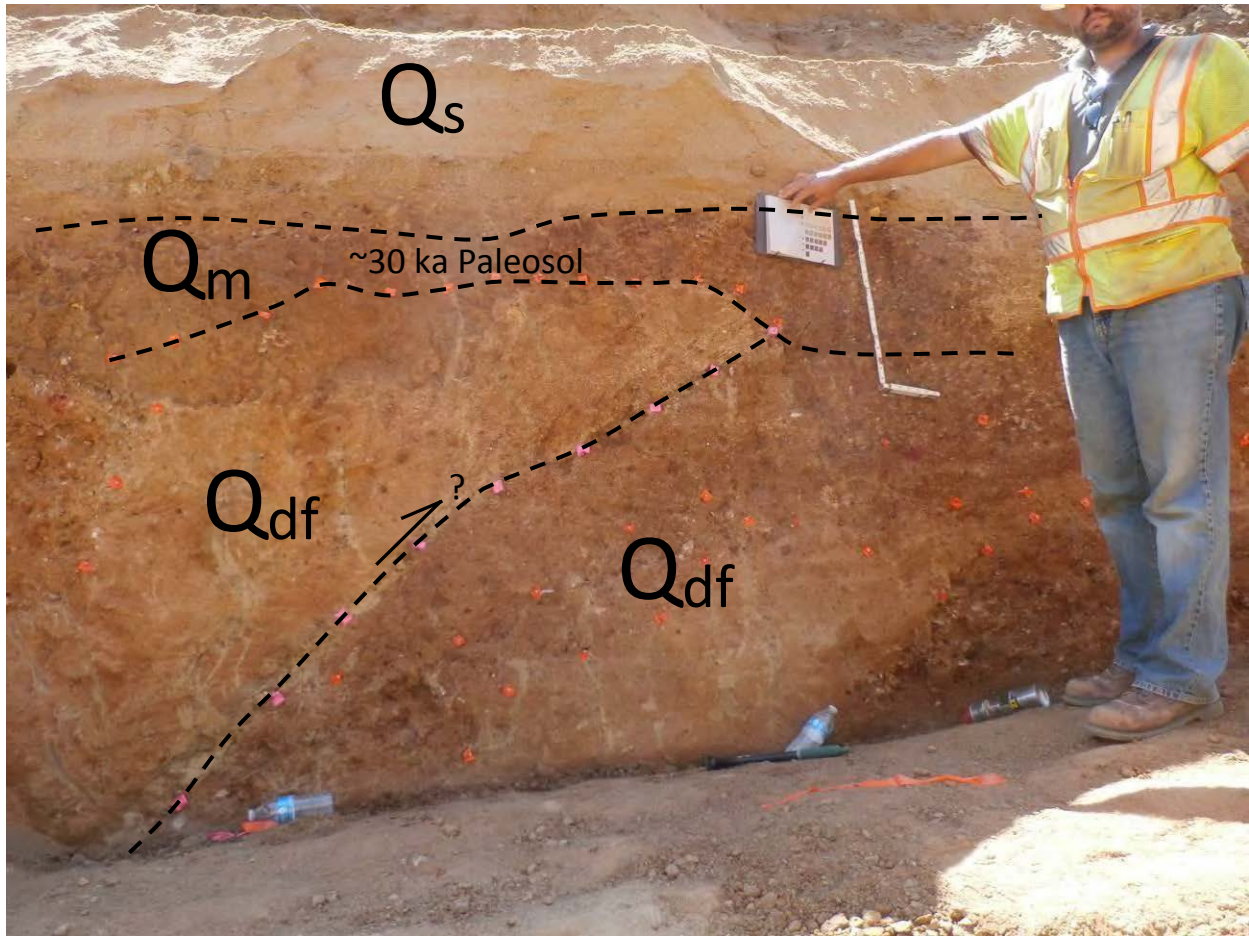


Photo 12:

(East Trench, West Wall) A fault found in the east trench was terminated below a weathered soil horizon. The soil was dated using Soil Stratigraphy Age Methods and found to have ~30ka years of soil weathering.



Photo 13:

(East Trench) Yucca/Millennium Trench looking east from the top of the Capitol Records Tower.

Attachment B

Greenhouse Gas Modeling

6230 Yucca Street EIR Addendum
Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Quality Restaurant	2.33	1000sqft	0.08	2,325.00	0
Apartments High Rise	116.00	Dwelling Unit	0.50	116,000.00	332

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11	Operational Year	2016		
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use - Developer information
- Construction Phase - Schedule assumes 2016 operation and construction phase durations consistent with schedule in DEIR.
- Off-road Equipment -
- Off-road Equipment - DEIR assumptions
- Off-road Equipment - DEIR assumptions
- Off-road Equipment - DEIR assumptions
- Demolition - DEIR information about existing office buildings to be demolished
- Grading - DEIR assumptions
- Vehicle Trips - Based on updated Trip Generation estimates, with pass-by credit, transit credit, and existing 18,600 sf of office development credits factored into adjusted ^{with rates} Woodstoves - Consultant assumptions, no woodstoves, natural gas fireplaces

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	20.00
tblConstructionPhase	NumDays	100.00	337.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	2.00	35.00
tblFireplaces	NumberGas	98.60	116.00
tblFireplaces	NumberNoFireplace	11.60	0.00
tblFireplaces	NumberWood	5.80	0.00
tblGrading	AcresOfGrading	0.00	0.25
tblGrading	MaterialExported	0.00	18,700.00
tblLandUse	LandUsesSquareFeet	2,330.00	2,325.00
tblLandUse	LotAcreage	0.05	0.08
tblLandUse	LotAcreage	1.87	0.50
tblOffRoadEquipment	HorsePower	162.00	97.00
tblOffRoadEquipment	HorsePower	162.00	81.00
tblOffRoadEquipment	HorsePower	171.00	97.00
tblOffRoadEquipment	HorsePower	199.00	255.00
tblOffRoadEquipment	LoadFactor	0.38	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.73
tblOffRoadEquipment	LoadFactor	0.42	0.37
tblOffRoadEquipment	LoadFactor	0.36	0.40
tblOffRoadEquipment	OffroadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffroadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	1.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblProjectCharacteristics	OperationalYear	2014	2016
tblTripsAndVMT	WorkerTripNumber	18.00	10.00
tblTripsAndVMT	WorkerTripNumber	13.00	10.00
tblVehicleTrips	DV_TP	11.00	0.00

tbVehicleTrips	DV_TP	18.00	0.00
tbVehicleTrips	PB_TP	3.00	0.00
tbVehicleTrips	PB_TP	44.00	0.00
tbVehicleTrips	PR_TP	86.00	100.00
tbVehicleTrips	PR_TP	38.00	100.00
tbVehicleTrips	ST_TR	7.16	3.07
tbVehicleTrips	ST_TR	94.36	50.22
tbVehicleTrips	SU_TR	6.07	3.07
tbVehicleTrips	SU_TR	72.16	50.22
tbVehicleTrips	WD_TR	6.59	3.07
tbVehicleTrips	WD_TR	89.95	50.22
tbWoodstoves	NumberCatalytic	5.80	0.00
tbWoodstoves	NumberNonCatalytic	5.80	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bi-CO2	NBi-CO2	Total CO2	CH4	N2O	CO2e
2015	0.4437	4.2275	3.2890	5.3800e-003	0.2436	0.2476	0.4912	0.0938	0.2286	0.3224	0.0000	487.4625	487.4625	0.0867	0.0000	489.2839
2016	0.6894	1.6726	1.5111	2.4300e-003	0.0681	0.1191	0.1872	0.0182	0.1096	0.1280	0.0000	214.1668	214.1668	0.0441	0.0000	215.0934
Total	1.1331	6.1001	4.8001	7.8100e-003	0.3117	0.3667	0.6785	0.1120	0.3384	0.4504	0.0000	701.6293	701.6293	0.1309	0.0000	704.3773
	tons/yr										MT/yr					

Mitigated Construction

Year	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
2015	0.4437	4.2275	3.2890	5.3800e-003	0.2436	0.2476	0.4912	0.0938	0.2286	0.3224	0.0000	487.4621	487.4621	0.0867	0.0000	489.2836
2016	0.6894	1.8726	1.5111	2.4300e-003	0.0681	0.1191	0.1872	0.0182	0.1088	0.1280	0.0000	214.1667	214.1667	0.0441	0.0000	215.0932
Total	1.1331	6.1001	4.8001	7.8100e-003	0.3117	0.3667	0.6785	0.1120	0.3384	0.4504	0.0000	701.6288	701.6288	0.1309	0.0000	704.3768

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
	MT/yr															
Area	0.5166	0.0142	1.2131	6.0000e-005	8.4900e-003	8.4900e-003	8.4900e-003	18.4700e-003	8.4700e-003	0.0000	29.8101	29.8101	29.8101	2.5300e-003	5.1000e-004	30.0214
Energy	7.1900e-003	0.0630	0.0378	3.9000e-004	4.9700e-003	4.9700e-003	4.9700e-003	4.9700e-003	4.9700e-003	0.0000	356.7874	356.7874	356.7874	8.1100e-003	2.7000e-003	357.7947
Mobile	0.3484	1.1386	4.3185	9.9600e-003	0.6662	0.0157	0.6819	0.1784	0.0144	0.1929	0.0000	797.0892	797.0892	0.0339	0.0000	797.8016
Waste						0.0000	0.0000		0.0000	0.0000	11.2640	0.0000	11.2640	0.6657	0.0000	25.2433
Water						0.0000	0.0000		0.0000	0.0000	2.6221	89.7029	92.3251	0.2714	6.8000e-003	100.1325
Total	0.8722	1.2158	5.5694	0.0104	0.6662	0.0292	0.6954	0.1784	0.0279	0.2063	13.8861	1,273.3896	1,287.2757	0.9817	0.0100	1,310.9934

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Area	0.5166	0.0142	1.2131	6.0000e-005	8.4900e-003	8.4900e-003	8.4900e-003	8.4700e-003	8.4700e-003	8.4700e-003	0.0000	29.8101	29.8101	2.5300e-003	5.1000e-004	30.0214
Energy	7.1900e-003	0.0630	0.0378	3.9000e-004	4.9700e-003	4.9700e-003	4.9700e-003	4.9700e-003	4.9700e-003	4.9700e-003	0.0000	356.7874	356.7874	8.1100e-003	2.7000e-003	357.7947
Mobile	0.3484	1.1386	4.3185	9.9600e-003	0.6662	0.0157	0.6819	0.1784	0.0144	0.1929	0.0000	797.0892	797.0892	0.0339	0.0000	797.8016
Waste					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	11.2640	0.0000	11.2640	0.6657	0.0000	25.2433
Water					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	2.6221	89.7029	92.3251	0.2714	6.7900e-003	100.1283
Total	0.8722	1.2158	5.5694	0.0104	0.6662	0.0292	0.6954	0.1784	0.0279	0.2063	13.8861	1,273.3896	1,287.2757	0.9816	0.0100	1,310.9892

Percent Reduction	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.10	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	1/28/2015	5	20	
2	Grading	Grading	1/29/2015	3/18/2015	5	35	
3	Building Construction	Building Construction	3/19/2015	7/11/2016	5	337	
4	Architectural Coating	Architectural Coating	7/12/2016	7/29/2016	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.25

Acres of Paving: 0

Residential Indoor: 234,900; Residential Outdoor: 78,300; Non-Residential Indoor: 3,488; Non-Residential Outdoor: 1,163 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	
Demolition	Concrete/Industrial Saws		1	8.00	81	0.73
Demolition	Excavators		1	8.00	97	0.37
Demolition	Rubber Tired Loaders		1	8.00	255	0.40
Demolition	Skid Steer Loaders		1	8.00	64	0.37
Grading	Excavators		1	8.00	81	0.73
Grading	Rubber Tired Dozers		1	8.00	255	0.40
Grading	Skid Steer Loaders		1	8.00	64	0.37
Grading	Tractors/Loaders/Backhoes		1	8.00	97	0.37
Building Construction	Cranes		1	8.00	226	0.29
Building Construction	Forklifts		1	8.00	89	0.20
Building Construction	Other Construction Equipment		2	8.00	97	0.37
Building Construction	Skid Steer Loaders		1	8.00	64	0.37
Architectural Coating	Air Compressors		1	6.00	78	0.48
Grading	Concrete/Industrial Saws		1	8.00	81	0.73
Demolition	Rubber Tired Dozers		1	1.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes		2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes		2	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	7	10.00	0.00	85.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	5	10.00	0.00	2,338.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	85.00	13.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	17.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2015

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					9.1600e-003	0.0000	9.1600e-003	1.3900e-003	0.0000	1.3900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0260	0.2574	0.1673	2.6000e-004		0.0154	0.0154		0.0145	0.0145	0.0000	24.0010	24.0010	6.1400e-003	0.0000	24.1299
Total	0.0260	0.2574	0.1673	2.6000e-004	9.1600e-003	0.0154	0.0246	1.3900e-003	0.0145	0.0159	0.0000	24.0010	24.0010	6.1400e-003	0.0000	24.1299
MT/yr																

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	8.9000e-004	0.0142	0.0103	3.0000e-005	7.3000e-004	2.2000e-004	9.5000e-004	2.0000e-004	4.0000e-004	4.0000e-004	0.0000	2.9315	2.9315	2.0000e-005	0.0000	2.9320
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	7.1000e-004	7.3500e-003	1.0000e-005	1.1000e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	1.1062	1.1062	7.0000e-005	0.0000	1.1076
Total	1.3700e-003	0.0149	0.0176	4.0000e-005	1.8300e-003	2.3000e-004	2.0600e-003	4.9000e-004	2.1000e-004	7.0000e-004	0.0000	4.0377	4.0377	9.0000e-005	0.0000	4.0396
MT/yr																

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					9.1600e-003	0.0000	9.1600e-003	1.3900e-003	0.0000	1.3900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
MT/yr																

Off-Road	0.0260	0.2574	0.1673	2.6000e-004	0.0154	0.0154	0.0145	0.0145	0.0000	24.0010	24.0010	6.1400e-003	0.0000	24.1298		
Total	0.0260	0.2574	0.1673	2.6000e-004	9.1600e-003	0.0154	0.0246	1.3900e-003	0.0145	0.0159	0.0000	24.0010	24.0010	6.1400e-003	0.0000	24.1298

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	8.9000e-004	0.0142	0.0103	3.0000e-005	7.3000e-004	2.2000e-004	9.5000e-004	2.0000e-004	2.0000e-004	4.0000e-004	0.0000	2.9315	2.9315	2.0000e-005	0.0000	2.9320
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	7.1000e-004	7.3500e-003	1.0000e-005	1.1000e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	1.1062	1.1062	7.0000e-005	0.0000	1.1076
Total	1.3700e-003	0.0149	0.0176	4.0000e-005	1.8300e-003	2.3000e-004	2.0600e-003	4.9000e-004	2.1000e-004	7.0000e-004	0.0000	4.0377	4.0377	9.0000e-005	0.0000	4.0396

3.3 Grading - 2015

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.1066	0.0000	0.1066	0.0581	0.0000	0.0581	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0525	0.5187	0.3926	4.4000e-004	0.0317	0.0317	0.0317	0.0297	0.0297	0.0297	0.0000	41.2074	41.2074	0.0105	0.0000	41.4280
Total	0.0525	0.5187	0.3926	4.4000e-004	0.1066	0.0317	0.1382	0.0581	0.0297	0.0878	0.0000	41.2074	41.2074	0.0105	0.0000	41.4280

Unmitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
	MT/yr															
Hauling	0.0244	0.3908	0.2819	8.7000e-004	0.0200	6.1200e-003	0.0261	5.4900e-003	5.6300e-003	0.0111	0.0000	80.6343	80.6343	6.6000e-004	0.0000	80.6482
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.5000e-004	1.2300e-003	0.0129	2.0000e-005	1.9200e-003	2.0000e-005	1.9400e-003	5.1000e-004	2.0000e-005	5.3000e-004	0.0000	1.9359	1.9359	1.2000e-004	0.0000	1.9383
Total	0.0252	0.3921	0.2948	8.9000e-004	0.0219	6.1400e-003	0.0281	6.0000e-003	5.6500e-003	0.0117	0.0000	82.5702	82.5702	7.8000e-004	0.0000	82.5865

Mitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
	MT/yr															
Fugitive Dust					0.1066	0.0000	0.1066	0.0581	0.0000	0.0581	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0525	0.5187	0.3926	4.4000e-004		0.0317	0.0317		0.0297	0.0297	0.0000	41.2074	41.2074	0.0105	0.0000	41.4279
Total	0.0525	0.5187	0.3926	4.4000e-004	0.1066	0.0317	0.1382	0.0581	0.0297	0.0878	0.0000	41.2074	41.2074	0.0105	0.0000	41.4279

Mitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
	MT/yr															
Hauling	0.0244	0.3908	0.2819	8.7000e-004	0.0200	6.1200e-003	0.0261	5.4900e-003	5.6300e-003	0.0111	0.0000	80.6343	80.6343	6.6000e-004	0.0000	80.6482

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Worker	8.5000e-004	1.2300e-003	0.0129	2.0000e-005	1.9200e-003	2.0000e-005	1.9400e-003	5.1000e-004	2.0000e-005	5.3000e-004	0.0000	1.9359	1.2000e-004	0.0000	1.9383						
Total	0.00252	0.3921	0.2948	8.9000e-004	0.0219	6.1400e-003	0.0281	6.0000e-003	5.6500e-003	0.0117	0.0000	82.5702	82.5702	7.8000e-004	0.0000	82.5665					

3.4 Building Construction - 2015

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Off-Road	0.2825	2.8442	1.6012	2.2200e-003	0.1909	0.1909	0.1909	0.1756	0.1756	0.1756	0.0000	211.8497	211.8497	0.0633	0.0000	213.1779
Total	0.2825	2.8442	1.6012	2.2200e-003	0.1909	0.1909	0.1909	0.1756	0.1756	0.1756	0.0000	211.8497	211.8497	0.0633	0.0000	213.1779
	MT/yr															

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0137	0.1385	0.1719	2.9000e-004	8.2100e-003	2.2300e-003	0.0104	2.3400e-003	2.0500e-003	4.3900e-003	0.0000	26.9481	26.9481	2.2000e-004	0.0000	26.9527
Worker	0.0425	0.0618	0.6436	1.2200e-003	0.0959	9.8000e-004	0.0969	0.0255	9.0000e-004	0.0264	0.0000	96.8483	96.8483	5.7600e-003	0.0000	96.9694
Total	0.0562	0.2003	0.8155	1.5100e-003	0.1042	3.2100e-003	0.1074	0.0278	2.9500e-003	0.0308	0.0000	123.7964	123.7964	5.9800e-003	0.0000	123.9220
	MT/yr															

Mitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.2825	2.8441	1.6012	2.2200e-003		0.1909	0.1909		0.1756	0.1756	0.0000	211.8495	211.8495	0.0633	0.0000	213.1777
Total	0.2825	2.8441	1.6012	2.2200e-003		0.1909	0.1909		0.1756	0.1756	0.0000	211.8495	211.8495	0.0633	0.0000	213.1777
tons/yr																

Mitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0137	0.1395	0.1719	2.9000e-004	8.2100e-003	2.2300e-003	0.0104	2.3400e-003	2.0500e-003	4.3900e-003	0.0000	26.9481	26.9481	2.2000e-004	0.0000	26.9527
Worker	0.0425	0.0618	0.6436	1.2200e-003	0.0959	9.8000e-004	0.0969	0.0255	9.0000e-004	0.0264	0.0000	96.8483	96.8483	5.7600e-003	0.0000	96.9694
Total	0.0562	0.2003	0.8155	1.5100e-003	0.1042	3.2100e-003	0.1074	0.0278	2.9500e-003	0.0308	0.0000	123.7964	123.7964	5.9800e-003	0.0000	123.9220
tons/yr																

3.4 Building Construction - 2016

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
MT/yr																

Off-Road	0.1724	1.7344	1.0095	1.4100e-003		0.1154	0.1154		0.1062	0.1062	0.0000	133.3117	133.3117	0.0402	0.0000	134.1561
Total	0.1724	1.7344	1.0095	1.4100e-003		0.1154	0.1154		0.1062	0.1062	0.0000	133.3117	133.3117	0.0402	0.0000	134.1561

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.6600e-003	0.0779	0.1012	1.9000e-004	5.2200e-003	1.1700e-003	6.3900e-003	1.4900e-003	1.0800e-003	2.5700e-003	0.0000	16.9520	16.9520	1.3000e-004	0.0000	16.9547
Worker	0.0243	0.0355	0.3703	7.8000e-004	0.0610	5.9000e-004	0.0616	0.0162	5.4000e-004	0.0167	0.0000	59.5321	59.5321	3.3800e-003	0.0000	59.6031
Total	0.0320	0.1134	0.4715	9.7000e-004	0.0662	1.7600e-003	0.0680	0.0177	1.6200e-003	0.0193	0.0000	76.4841	76.4841	3.5100e-003	0.0000	76.5578
	MT/yr															

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Off-Road	0.1724	1.7344	1.0095	1.4100e-003		0.1154	0.1154		0.1062	0.1062	0.0000	133.3115	133.3115	0.0402	0.0000	134.1559
Total	0.1724	1.7344	1.0095	1.4100e-003		0.1154	0.1154		0.1062	0.1062	0.0000	133.3115	133.3115	0.0402	0.0000	134.1559
	MT/yr															

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4000e-004	1.0800e-003	0.0113	2.0000e-005	1.8600e-003	2.0000e-005	2.0000e-005	1.8800e-003	4.9000e-004	2.0000e-005	5.1000e-004	0.0000	1.8178	1.8178	1.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	1.8199
Total	7.4000e-004	1.0800e-003	0.0113	2.0000e-005	1.8600e-003	2.0000e-005	1.8800e-003	4.9000e-004	2.0000e-005	5.1000e-004	0.0000	1.8178	1.8178	1.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	1.8199	

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Archit. Coating	0.4806					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.6600e-003	0.0237	0.0188	3.0000e-005	1.9700e-003	1.9700e-003	1.9700e-003	1.9700e-003	1.9700e-003	1.9700e-003	0.0000	2.5533	2.5533	3.0000e-004	0.0000	2.5596
Total	0.4843	0.0237	0.0188	3.0000e-005	1.9700e-003	1.9700e-003	1.9700e-003	1.9700e-003	1.9700e-003	1.9700e-003	0.0000	2.5533	2.5533	3.0000e-004	0.0000	2.5596
MT/yr																

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4000e-004	1.0800e-003	0.0113	2.0000e-005	1.8600e-003	2.0000e-005	1.8800e-003	4.9000e-004	2.0000e-005	5.1000e-004	0.0000	1.8178	1.8178	1.0000e-004	0.0000	1.8199
Total	7.4000e-004	1.0800e-003	0.0113	2.0000e-005	1.8600e-003	2.0000e-005	1.8800e-003	4.9000e-004	2.0000e-005	5.1000e-004	0.0000	1.8178	1.8178	1.0000e-004	0.0000	1.8199
MT/yr																

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	0.3484	1.1386	4.3185	9.9600e-003	0.6662	0.0157	0.6819	0.1784	0.0144	0.1929	0.0000	797.0892	797.0892	0.0339	0.0000	797.8016
Unmitigated	0.3484	1.1386	4.3185	9.9600e-003	0.6662	0.0157	0.6819	0.1784	0.0144	0.1929	0.0000	797.0892	797.0892	0.0339	0.0000	797.8016
tons/yr																
MT/yr																

4.2 Trip Summary Information

Land Use	Weekday	Saturday	Sunday	Unmitigated Annual VMT	Mitigated Annual VMT
Apartments High Rise	356.12	356.12	356.12	1,370,735	1,370,735
Quality Restaurant	117.01	117.01	117.01	387,530	387,530
Total	473.13	473.13	473.13	1,758,285	1,758,285

4.3 Trip Type Information

Land Use	Miles						Trip %						Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by						
Apartments High Rise	14.70	5.90	8.70	40.20	19.20	40.60	100	0	0						
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	100	0	0						

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.533598	0.058434	0.178244	0.125508	0.038944	0.006283	0.016425	0.031066	0.002453	0.003157	0.003691	0.000543	0.001655

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Electricity Mitigated					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	285,6617	285,6617	6,7500e-003	1,4000e-003	286,2361
Electricity Unmitigated					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	285,6617	285,6617	6,7500e-003	1,4000e-003	286,2361
NaturalGas Mitigated:	7.1900e-003	0.0630	0.0378	3.9000e-004	4.9700e-003	4.9700e-003	4.9700e-003	4.9700e-003	4.9700e-003	4.9700e-003	0.0000	71,1257	71,1257	1,3600e-003	1,3000e-003	71,5586
NaturalGas Unmitigated	7.1900e-003	0.0630	0.0378	3.9000e-004	4.9700e-003	4.9700e-003	4.9700e-003	4.9700e-003	4.9700e-003	4.9700e-003	0.0000	71,1257	71,1257	1,3600e-003	1,3000e-003	71,5586
MT/yr																

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																	
Apartment High Rise	791097	4.2700e-003	0.0365	0.0155	2.3000e-004	2.9500e-003	2.9500e-003	2.9500e-003	2.9500e-003	2.9500e-003	2.9500e-003	0.0000	42,2159	42,2159	8,1000e-004	17,7000e-004	42,4729
Quality Restaurant	541748	2.9200e-003	0.0266	0.0223	1.6000e-004	2.0200e-003	2.0200e-003	2.0200e-003	2.0200e-003	2.0200e-003	2.0200e-003	0.0000	28,9098	28,9098	5,5000e-004	15,3000e-004	29,0857
Total		7.1900e-003	0.0630	0.0378	3.9000e-004	4.9700e-003	4.9700e-003	4.9700e-003	4.9700e-003	4.9700e-003	4.9700e-003	0.0000	71,1257	71,1257	1,3600e-003	1,3000e-003	71,5586
MT/yr																	

Mitigated

Land Use	Natural Gas Use KBTU/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
tons/yr																	
Apartment High Rise	791097	4.2700e-003	0.0385	0.0155	2.3000e-004	2.9500e-003	2.9500e-003	2.9500e-003	2.9500e-003	2.9500e-003	2.9500e-003	0.0000	42.2159	42.2159	8.1000e-004	17.7000e-004	42.4729
Quality Restaurant	541748	2.9200e-003	0.0286	0.0223	1.6000e-004	2.0200e-003	2.0200e-003	2.0200e-003	2.0200e-003	2.0200e-003	2.0200e-003	0.0000	28.9098	28.9098	5.5000e-004	5.3000e-004	29.0857
Total		7.1900e-003	0.0630	0.0378	3.9000e-004	4.9700e-003	4.9700e-003	4.9700e-003	4.9700e-003	4.9700e-003	4.9700e-003	0.0000	71.1257	71.1257	1.3600e-003	1.3000e-003	71.5586
MT/yr																	

5.3 Energy by Land Use - Electricity

Unmitigated

Land Use	Electricity Use KWH/yr	Total CO2	CH4	N2O	CO2e
MT/yr					
Apartment High Rise	403827	224.9163	5.3100e-003	1.1000e-003	225.3685
Quality Restaurant	109066	60.7454	1.4300e-003	3.0000e-004	60.8676
Total		285.6617	6.7400e-003	1.4000e-003	286.2361

Mitigated

Land Use	Electricity Use KWH/yr	Total CO2	CH4	N2O	CO2e
MT/yr					
Apartment High Rise	403827	224.9163	5.3100e-003	1.1000e-003	225.3685
Quality Restaurant	109066	60.7454	1.4300e-003	3.0000e-004	60.8676

Total	285,6617	6,7400e-003	1,4000e-003	286,2361
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6.0 Area Detail

6.1 Mitigation Measures Area

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	NBiogenic CO2	Total CO2	CH4	N2O	CO2e
Mitigated	0.5166	0.0142	1.2131	6.0000e-005	8.4900e-003	0.03	8.4900e-003	8.4700e-003	8.4700e-003	0.0000	29.8101	29.8101	2.5300e-003	0.03	5.1000e-004	30.0214
Unmitigated	0.5166	0.0142	1.2131	6.0000e-005	8.4900e-003	0.03	8.4900e-003	8.4700e-003	8.4700e-003	0.0000	29.8101	29.8101	2.5300e-003	0.03	5.1000e-004	30.0214
MTYr																

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	NBiogenic CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	0.0481				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4276				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.8100e-003	0.0000	1.5000e-004	0.0000	1.9400e-003	1.9400e-003	1.9400e-003	1.9200e-003	1.9200e-003	0.0000	27.8559	27.8559	5.3000e-004	0.04	5.1000e-004	28.0254
Landscaping	0.0362	0.0142	1.2130	6.0000e-005	6.3400e-003	0.03	6.3400e-003	6.5400e-003	6.5400e-003	0.0000	1.9541	1.9541	1.9900e-003	0.03	0.0000	1.9960
Total	0.5166	0.0142	1.2131	6.0000e-005	8.4900e-003	0.03	8.4900e-003	8.4600e-003	8.4600e-003	0.0000	29.8101	29.8101	2.5200e-003	0.03	5.1000e-004	30.0214
MTYr																

Mitigated

Subcategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Architectural Coatings	0.0481					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4276					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.8100e-003	0.0000	1.5000e-004	0.0000	1.9400e-003	1.9400e-003	1.9400e-003	1.9200e-003	1.9200e-003	1.9200e-003	0.0000	27.8559	27.8559	5.3000e-004	5.1000e-004	28.0254
Landscaping	0.0382	0.0142	1.2130	6.0000e-005	6.5400e-003	6.5400e-003	6.5400e-003	6.5400e-003	6.5400e-003	6.5400e-003	0.0000	1.9541	1.9541	1.9900e-003	0.0000	1.9960
Total	0.5166	0.0142	1.2131	6.0000e-005	8.4800e-003	8.4800e-003	8.4800e-003	8.4600e-003	8.4600e-003	8.4600e-003	0.0000	29.8101	29.8101	2.5200e-003	5.1000e-004	30.0214
MT/yr																

7.0 Water Detail

7.1 Mitigation Measures Water

Category	Total CO2	CH4	N2O	CO2e
Mitigated	92.3251	0.2714	6.7900e-003	100.1283
Unmitigated	92.3251	0.2714	6.8000e-003	100.1325

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	7.55787 / 4.76474	86.6924	0.2483	6.2300e-003	93.8363
Quality Restaurant	0.707234 / 0.0451426	5.6327	0.0232	5.7000e-004	6.2962
Total		92.3251	0.2714	6.8000e-003	100.1325

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	7.55787 / 4.76474	86.6924	0.2482	6.2200e-003	93.8324
Quality Restaurant	0.707234 / 0.0451426	5.6327	0.0232	5.7000e-004	6.2969
Total		92.3251	0.2714	6.7900e-003	100.1283

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	11.2640	0.6657	0.0000	25.2433

Unmitigated	11,2640	0.6657	0.0000	25.2433
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8.2 Waste by Land Use

Unmitigated

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
MT/Yr					
Apartments High Rise	53.36	10.8316	0.6401	0.0000	24.2743
Quality Restaurant	2.13	0.4324	0.0256	0.0000	0.9690
Total		11.2640	0.6657	0.0000	25.2433

Mitigated

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
MT/Yr					
Apartments High Rise	53.36	10.8316	0.6401	0.0000	24.2743
Quality Restaurant	2.13	0.4324	0.0256	0.0000	0.9690
Total		11.2640	0.6657	0.0000	25.2433

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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6230 Yucca Street EIR Addendum
Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Quality Restaurant	2.33	1000sqft	0.08	2,325.00	0
Apartments High Rise	116.00	Dwelling Unit	0.50	116,000.00	332

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11	Operational Year	2016		
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use - Developer information
- Construction Phase - Schedule assumes 2016 operation and construction phase durations consistent with schedule in DEIR.
- Off-road Equipment -
- Off-road Equipment - DEIR assumptions
- Off-road Equipment - DEIR assumptions
- Off-road Equipment - DEIR assumptions
- Demolition - DEIR information about existing office buildings to be demolished
- Grading - DEIR assumptions
- Vehicle Trips - Based on updated Trip Generation estimates, with pass-by credit, transit credit, and existing 18,600 sf of office development credits factored into adjusted ^{with notes} Woodstoves - Consultant assumptions, no woodstoves, natural gas fireplaces

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	20.00
tblConstructionPhase	NumDays	100.00	337.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	2.00	35.00
tblFireplaces	NumberGas	98.60	116.00
tblFireplaces	NumberNoFireplace	11.60	0.00
tblFireplaces	NumberWood	5.80	0.00
tblGrading	AcresOfGrading	0.00	0.25
tblGrading	MaterialExported	0.00	18,700.00
tblLandUse	LandUseSquareFeet	2,330.00	2,325.00
tblLandUse	LotAcreage	0.05	0.08
tblLandUse	LotAcreage	1.87	0.50
tblOffRoadEquipment	HorsePower	162.00	97.00
tblOffRoadEquipment	HorsePower	162.00	81.00
tblOffRoadEquipment	HorsePower	171.00	97.00
tblOffRoadEquipment	HorsePower	199.00	255.00
tblOffRoadEquipment	LoadFactor	0.38	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.73
tblOffRoadEquipment	LoadFactor	0.42	0.37
tblOffRoadEquipment	LoadFactor	0.36	0.40
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	1.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblProjectCharacteristics	OperationalYear	2014	2016
tblTripsAndVMT	WorkerTripNumber	18.00	10.00
tblTripsAndVMT	WorkerTripNumber	13.00	10.00
tblVehicleTrips	DV_TP	11.00	0.00

tbVehicleTrips	DV_TP	18.00	0.00
tbVehicleTrips	PB_TP	3.00	0.00
tbVehicleTrips	PB_TP	44.00	0.00
tbVehicleTrips	PR_TP	86.00	100.00
tbVehicleTrips	PR_TP	38.00	100.00
tbVehicleTrips	ST_TR	7.16	3.07
tbVehicleTrips	ST_TR	94.36	50.22
tbVehicleTrips	SU_TR	6.07	3.07
tbVehicleTrips	SU_TR	72.16	50.22
tbVehicleTrips	WD_TR	6.59	3.07
tbVehicleTrips	WD_TR	89.95	50.22
tbWoodsstoves	NumberCatalytic	5.80	0.00
tbWoodsstoves	NumberNoncatalytic	5.80	0.00

20 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
2015	4.3836	50.8964	37.6502	0.0767	7.3649	2.1598	9.5247	3.6683	2.0180	5.6862	0.0000	7,806,8582	7,806,8582	0.7409	0.0000	7,822,4163
2016	48.5039	28.0929	22.6296	0.0366	1.0312	1.7884	2.8196	0.2750	1.6453	1.9204	0.0000	3,574,4809	3,574,4809	0.7357	0.0000	3,589,9305
Total	52.8875	78.9893	60.2798	0.1135	8.3961	3.9482	12.3443	3.9433	3.6633	7.6066	0.0000	11,381,3391	11,381,3391	1.4766	0.0000	11,412,3468

Mitigated Construction

Category	lb/day										lb/day									
Area	3.1370	0.1135	9.7160	5.1000e-004	0.2079	0.2079	0.2063	0.2063	0.0000	2.473.7032	2.473.7032	0.0646	0.0450	2.489.0216						
Energy	0.0394	0.3453	0.2072	2.1500e-003	0.0272	0.0272	0.0272	0.0272	0.0272	429.6036	429.6036	8.2300e-003	7.8900e-003	432.2181						
Mobile	1.9205	5.8143	23.8064	0.0567	3.7328	0.0862	3.8190	0.9981	0.0793	1.0774	4.992.1341	4.992.1341	0.2057	4.996.4528						
Total	5.0969	6.2731	33.7297	0.0593	3.7328	0.3214	4.0542	0.9981	0.3128	1.3109	0.0000	7.895.4409	7.895.4409	0.2785	0.0529	7.917.6925				

	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/11/2015	1/28/2015	5	20	
2	Grading	Grading	1/29/2015	3/18/2015	5	35	
3	Building Construction	Building Construction	3/19/2015	7/11/2016	5	337	
4	Architectural Coating	Architectural Coating	7/12/2016	7/29/2016	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.25

Acres of Paving: 0

Residential Indoor: 234,900; Residential Outdoor: 78,300; Non-Residential Indoor: 3,488; Non-Residential Outdoor: 1,163 (Architectural Coating – sqft)

Offroad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	1	8.00	97	0.37
Demolition	Rubber Tired Loaders	1	8.00	255	0.40

Category	lb/day													
Fugitive Dust						0.9161	0.0000	0.9161	0.1387	0.0000	0.1387			0.0000
Off-Road	2.6028	25.7394	16.7321	0.0258		1.5441	1.5441	1.5441	1.4516	1.4516	1.4516			2.659.8624
Total	2.6028	25.7394	16.7321	0.0258	0.9161	1.5441	2.4603	0.1387	1.4516	1.5903	2.645.6555	2.645.6555	0.6765	2.659.8624

Unmitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0851	1.3485	0.9193	3.1800e-003	0.0740	0.0222	0.0962	0.0203	0.0205	0.0407		323.4640	323.4640	2.6300e-003		323.5192
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0493	0.0620	0.7646	1.4500e-003	0.1118	1.1200e-003	0.1129	0.0296	1.0200e-003	0.0307		127.1422	127.1422	7.2600e-003		127.2945
Total	0.1344	1.4105	1.6839	4.6300e-003	0.1858	0.0234	0.2091	0.0499	0.0215	0.0714		450.6061	450.6061	9.8900e-003		450.8137

Mitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.9161	0.0000	0.9161	0.1387	0.0000	0.1387			0.0000			0.0000
Off-Road	2.6028	25.7394	16.7321	0.0258		1.5441	1.5441	1.4516	1.4516	1.4516			2.645.6555	0.6765		2.659.8624
Total	2.6028	25.7394	16.7321	0.0258	0.9161	1.5441	2.4603	0.1387	1.4516	1.5903	0.0000	2.645.6555	2.645.6555	0.6765		2.659.8624

Category	lb/day											lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	1.3370	21.1952	14.4491	0.0499	1.1631	0.3494	1.5125	0.3184	0.3214	0.6398		5.084.0924	5.084.0924	0.0413		5.084.9604
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0493	0.0620	0.7646	1.4500e-003	0.1118	1.1200e-003	0.1129	0.0296	1.0200e-003	0.0307		127.1422	127.1422	7.2600e-003		127.2945
Total	1.3863	21.2572	15.2137	0.0514	1.2748	0.3505	1.6253	0.3481	0.3224	0.6705		5.211.2345	5.211.2345	0.0486		5.212.2550

Mitigated Construction On-Site

Category	lb/day											lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					6.0901	0.0000	6.0901	3.3202	0.0000	3.3202			0.0000			0.0000
Off-Road	2.9973	29.6392	22.4365	0.0253		1.8093	1.8093		1.6956	1.6956	0.0000	2.595.6237	2.595.6237	0.6616		2.609.5169
Total	2.9973	29.6392	22.4365	0.0253	6.0901	1.8093	7.8993	3.3202	1.6956	5.0158	0.0000	2.595.6237	2.595.6237	0.6616		2.609.5169

Mitigated Construction Off-Site

Category	lb/day											lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	1.3370	21.1952	14.4491	0.0499	1.1631	0.3494	1.5125	0.3184	0.3214	0.6398		5.084.0924	5.084.0924	0.0413		5.084.9604
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0493	0.0620	0.7646	1.4500e-003	0.1118	1.1200e-003	0.1129	0.0296	1.0200e-003	0.0307		127.1422	127.1422	7.2600e-003		127.2945

Total	1.3863	21.2572	15.2137	0.0514	1.2748	0.3505	1.6253	0.3481	0.3224	0.6705	5.211.2345	5.211.2345	0.0486	5.212.2550
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3.4 Building Construction - 2015

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	2.7422	27.6131	15.5453	0.0216		1.8535	1.8535		1.7052	1.7052		2.267.2269	2.267.2269	0.6769		2.281.4410
Total	2.7422	27.6131	15.5453	0.0216		1.8535	1.8535		1.7052	1.7052		2.267.2269	2.267.2269	0.6769		2.281.4410

Unmitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1245	1.2854	1.4433	2.8600e-003	0.0810	0.0215	0.1026	0.0231	0.0198	0.0429		289.4044	289.4044	2.3200e-003		289.4532
Worker	0.4192	0.5270	6.4993	0.0124	0.9501	9.4900e-003	0.9596	0.2520	8.7000e-003	0.2607		1.080.7083	1.080.7083	0.0617		1.082.0035
Total	0.5437	1.8124	7.9426	0.0152	1.0311	0.0310	1.0622	0.2750	0.0285	0.3035		1.370.1126	1.370.1126	0.0640		1.371.4566

Mitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	2.7422	27.6131	15.5453	0.0216		1.8535	1.8535		1.7052	1.7052	0.0000	2,267.2269	2,267.2269	0.6769		2,281.4410
Total	2.7422	27.6131	15.5453	0.0216		1.8535	1.8535		1.7052	1.7052	0.0000	2,267.2269	2,267.2269	0.6769		2,281.4410

Mitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.1245	1.2854	1.4433	2.8600e-003	0.0810	0.0215	0.1026	0.0231	0.0198	0.0429	289.4044	289.4044	289.4044	2.3200e-003		289.4532
Worker	0.4192	0.5270	6.4993	0.0124	0.9501	9.4900e-003	0.9596	0.2520	8.7000e-003	0.2607	1,080.7083	1,080.7083	1,080.7083	0.0617		1,082.0035
Total	0.5437	1.8124	7.9426	0.0152	1.0311	0.0310	1.0622	0.2750	0.0285	0.3035	1,370.1126	1,370.1126	1,370.1126	0.0640		1,371.4566

3.4 Building Construction - 2016

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	2.6326	26.4788	15.4115	0.0216		1.7617	1.7617		1.6207	1.6207	2,243.5260	2,243.5260	2,243.5260	0.6767		2,257.7373
Total	2.6326	26.4788	15.4115	0.0216		1.7617	1.7617		1.6207	1.6207	2,243.5260	2,243.5260	2,243.5260	0.6767		2,257.7373

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1095	1.1376	1.3217	2.8600e-003	0.0811	0.0178	0.0989	0.0231	0.0164	0.0394		286.2868	286.2868	2.1000e-003		286.3309
Worker	0.3786	0.4765	5.8964	0.0124	0.9501	8.9900e-003	0.9591	0.2520	8.2600e-003	0.2602		1,044.6681	1,044.6681	0.0569		1,045.8623
Total	0.4881	1.6141	7.2181	0.0152	1.0312	0.0268	1.0580	0.2750	0.0246	0.2997		1,330.9549	1,330.9549	0.0590		1,332.1933

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	2.6326	26.4788	15.4115	0.0216	1.7617	1.7617	1.7617	1.6207	1.6207	1.6207	0.0000	2,243.5260	2,243.5260	0.6767		2,257.7373
Total	2.6326	26.4788	15.4115	0.0216	1.7617	1.7617	1.7617	1.6207	1.6207	1.6207	0.0000	2,243.5260	2,243.5260	0.6767		2,257.7373

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.1095	1.1376	1.3217	2.8600e-003	0.0811	0.0178	0.0989	0.0231	0.0164	0.0394	286.2868	286.2868	286.2868	2.1000e-003		286.3309
Worker	0.3786	0.4765	5.8964	0.0124	0.9501	8.9900e-003	0.9591	0.2520	8.2600e-003	0.2602	1,044.6681	1,044.6681	1,044.6681	0.0569		1,045.8623
Total	0.4881	1.6141	7.2181	0.0152	1.0312	0.0268	1.0580	0.2750	0.0246	0.2997	1,330.9549	1,330.9549	1,330.9549	0.0590		1,332.1933

3.5 Architectural Coating - 2016 Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	48.0597				0.0000	0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003	0.1966	0.1966	0.1966	0.1966	0.1966	0.1966	281.4481	281.4481	281.4481	0.0332		282.1419
Total	48.4282	2.3722	1.8839	2.9700e-003	0.1966	0.1966	0.1966		0.1966	0.1966	281.4481	281.4481	281.4481	0.0332		282.1419

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000

Worker	0.0757	0.0953	1.1793	2.4700e-003	0.1900	1.8000e-003	0.1918	0.0504	1.6500e-003	0.0521	208.9336	208.9336	0.0114	209.1725
Total	0.0757	0.0953	1.1793	2.4700e-003	0.1900	1.8000e-003	0.1918	0.0504	1.6500e-003	0.0521	208.9336	208.9336	0.0114	209.1725

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	48.0597					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966	0.0000	281.4481	281.4481	0.0332		282.1449
Total	48.4282	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966	0.0000	281.4481	281.4481	0.0332		282.1449

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0757	0.0953	1.1793	2.4700e-003	0.1900	1.8000e-003	0.1918	0.0504	1.6500e-003	0.0521	208.9336	208.9336	208.9336	0.0114		209.1725
Total	0.0757	0.0953	1.1793	2.4700e-003	0.1900	1.8000e-003	0.1918	0.0504	1.6500e-003	0.0521	208.9336	208.9336	208.9336	0.0114		209.1725

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day											lb/day					
Mitigated	1.9205	5.8143	23.8064	0.0567	3.7328	0.0862	3.8190	0.9981	0.0793	1.0774	4,992.1341	4,992.1341	4,992.1341	0.2057		4,996.4528
Unmitigated	1.9205	5.8143	23.8064	0.0567	3.7328	0.0862	3.8190	0.9981	0.0793	1.0774	4,992.1341	4,992.1341	4,992.1341	0.2057		4,996.4528

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
Apartments High Rise	356.12	356.12	356.12	1,370,735	1,370,735	1,370,735	1,370,735
Quality Restaurant	117.01	117.01	117.01	387,550	387,550	387,550	387,550
Total	473.13	473.13	473.13	1,758,285	1,758,285	1,758,285	1,758,285

4.3 Trip Type Information

Land Use	Miles						Trip %						Trip Purpose %					
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by			
Apartments High Rise	14.70	5.90	8.70	40.20	19.20	40.60	100	0	0	14.70	5.90	8.70	100	0	0			
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	100	0	0	16.60	8.40	6.90	100	0	0			

5.0 Energy Detail

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.533698	0.058434	0.178244	0.125608	0.038944	0.006283	0.016425	0.031066	0.002453	0.003157	0.003691	0.000543	0.001655

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
NaturalGas Mitigated:	0.0394	0.3453	0.2072	2.1500e-003	0.0272	0.0272	0.0272	0.0272	0.0272	0.0272	429.6036	429.6036	8.2300e-003	7.8800e-003	432.2181	
NaturalGas Unmitigated	0.0394	0.3453	0.2072	2.1500e-003	0.0272	0.0272	0.0272	0.0272	0.0272	0.0272	429.6036	429.6036	8.2300e-003	7.8800e-003	432.2181	
lb/day																

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	KBTU/yr	lb/day															
Apartments High Rise	2167.39	0.0234	0.1997	0.0850	1.2700e-003	0.0162	0.0162	0.0162	0.0162	0.0162	0.0162	254.9869	254.9869	4.8800e-003	4.6700e-003	256.5387	
Quality Restaurant	1484.24	0.0160	0.1455	0.1222	8.7000e-004	0.0111	0.0111	0.0111	0.0111	0.0111	0.0111	174.6167	174.6167	3.3500e-003	3.2000e-003	175.6794	
Total		0.0394	0.3453	0.2072	2.1400e-003	0.0272	0.0272	0.0272	0.0272	0.0272	0.0272	429.6036	429.6036	8.2400e-003	7.8700e-003	432.2181	

Mitigated

Land Use	NaturalGas Use	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	KBTU/yr	lb/day															
Quality Restaurant	1.48424	0.0160	0.1455	0.1222	8.7000e-004	0.0111	0.0111	0.0111	0.0111	0.0111	0.0111	174.6167	174.6167	3.3500e-003	3.2000e-003	175.6794	

Mitigated

SubCategory	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Architectural Coatings	0.2633					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.3428					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2252	1.0000e-005	0.0123	0.0000		0.1556	0.1556		0.1539	0.1539	0.0000	2,456,4706	2,456,4706	0.0471	0.0450	2,471,420.3
Landscaping	0.3056	0.1135	9.7037	5.1000e-004		0.0524	0.0524		0.0524	0.0524		17.2326	17.2326	0.0176		17,601.4
Total	3.1370	0.1135	9.7160	5.1000e-004		0.2079	0.2079		0.2063	0.2063	0.0000	2,473,7032	2,473,7032	0.0646	0.0450	2,489,021.6

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Source	BAU (2016)	As Proposed (2016)	Reduction from BAU	Change from BAU
Area	30	30	-	0%
Energy	508	358	(150)	-30%
Mobile	1,036	798	(238)	-23%
Waste	25	25	-	0%
Water	100	100	-	0%
Construction	23	23	-	0%
Total Emissions	1,692	1,304	(388)	-23%

Column1	BAU	As Proposed	Difference
Land Use	116 DU, 2,325 sf corr	116 DU, 2,325 sf corr	None
Traffic	473 net ADT	473 net ADT	None
Area	Project assumptions	Project assumptions	None
Energy	No State measures	See below	State measures
Mobile	No State measures	See below	State measures
Waste	Reduce construction	Reduce construction	None
Water	Project assumptions	Project assumptions	None

Mobile source emissions	<ul style="list-style-type: none"> Pavley emission standards (19.8% reduction) Low carbon fuel standard (7.2% reduction) Vehicle efficiency measures (2.8% reduction)
Energy Production Assumptions	<ul style="list-style-type: none"> Natural gas transmission and distribution efficiency measures (7.4% reduction) Natural gas extraction efficiency measures (1.6% reduction) Renewables (electricity) portfolio standard (33% reduction)

Attachment C

Caltrans Freeway Screening



TECHNICAL MEMORANDUM

Date: 23 October 2014

To: Stacie Henderson
CAJA Environmental Services, LLC

From: Tom Gaul & Michael Kennedy

Subject: 6230 Yucca Street Project Caltrans Freeway Screening

Ref: LA14-2534.02

This memorandum provides a summary of the analysis we prepared for the 6230 Yucca Street project, consistent with Section 3.1 of the *Agreement Between City of Los Angeles and Caltrans District 7 On Freeway Impact Analysis Procedures ("the agreement")* (October 2013).

INTRODUCTION

The purpose of the agreement between the City and Caltrans District 7 was to develop a screening methodology to determine when a proposed project within the City of Los Angeles should work with Caltrans to prepare a Freeway Impact Analysis, utilizing Caltrans' "Guide for the Preparation of Traffic Impact Studies" ("TIS Guide").

Based on the agreement, this coordination and analysis would be required for projects that meet any of the following criteria:

- The project's peak hour trips would result in a 1-percent or more increase to the freeway mainline capacity of a freeway segment operating at level-of-service (LOS) E or F (based on an assumed capacity of 2,000 vehicles per hour per lane); or
- The project's peak hour trips would result in a 2-percent or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on an assumed capacity of 2,000 vehicles per hour per lane); or
- The project's peak hour trips would result in a 1-percent or more increase to the capacity of a freeway off-ramp operating at LOS E or F (based on an assumed ramp capacity of 1,500 vehicles per hour per lane); or
- The project's peak hour trips would result in a 2-percent or more increase to the capacity of a freeway off-ramp operating at LOS D (based on an assumed ramp capacity of 1,500 vehicles per hour per lane)."



The purpose of this analysis is to apply the above screening criteria to determine whether a Freeway Impact Analysis would be required for the 6230 Yucca Street project. The methodologies used to conduct the screening analysis for the project, and the results of the screening, are described below.

INITIAL STEPS

- Trip generation estimates for the project have been revised because, since the 2012 analysis update, the project description has changed. Updated trip generation estimates are included in Table 1.
- The trip distribution pattern used previously for the project has been used to assign peak hour project trips to the US 101 freeway mainline (the primary freeway access for the project site), and at US 101 off-ramps adjacent to the project site.

With the project trip distribution pattern previously developed, 30% of peak hour project trips are estimated to use the US 101 freeway to/from the south, and 20% would use the freeway to/from the north. The most direct routes for project traffic to access the freeway system are the Vine Street/Argyle Avenue and Gower Street interchanges. Based on this distribution, two freeway mainline segments (US 101 north of Hollywood Boulevard and US 101 north of Vine Street/Argyle Avenue) and three freeway off-ramps (US 101 southbound off to Vine Street, US 101 southbound off to Gower Street, US 101 northbound off to Gower Street) were determined to be the most likely elements of the freeway system to be utilized by project traffic and were selected for screening.

FREEWAY MAINLINE SEGMENT SCREENING

- The freeway mainline segment screening analysis is shown in Table 2. Mainline traffic volume and speed data were obtained for the two analyzed segments from the Caltrans Performance Measurement System (PeMS). Data were collected for the AM and PM peak periods on Tuesdays, Wednesdays, and Thursdays in April and May 2014. The volume for each hour of the peak periods were averaged across the days collected, and the AM and PM peak hours with the highest average volume were selected for the analysis. Additionally, the speeds across the days were averaged, and the lowest speed (most congested speed) for each average peak hour was selected for the analysis.
- Because volumes can become suppressed and volume-based measures can therefore break down under congested conditions, the existing freeway mainline segment LOS was estimated in two ways, based on volume and based on speed:
 - For volume-based, the number of mainline lanes (not including auxiliary lanes) was identified and segment capacity was determined using a capacity of 2,000 vehicles per hour per lane (vphpl). The existing hourly volume was divided by the



capacity to determine volume/capacity (V/C) ratio. The existing LOS was then determined as follows:

V/C Ratio	LOS
<0.60	A
0.61-0.70	B
0.71-0.80	C
0.81-0.90	D
0.91-1.00	E
≥ 1.00	F

- For speed-based, the existing LOS was determined as follows:

Speed	LOS
>50 mph	A/B/C
36-50 mph	D
≤ 35 mph	E/F

- The worst-case LOS (V/C-based versus speed-based) was then used to determine the appropriate screening threshold:
 - Threshold = $\geq 2\%$ of segment capacity if worst-case LOS is D
 - Threshold = $\geq 1\%$ of segment capacity if worst-case LOS is E or F
- The project-added trips to each freeway mainline segment were compared to the appropriate threshold. As shown on Table 2, the screening analysis determined that the threshold criteria would not be triggered at either of the two freeway mainline segments. Furthermore, since the project traffic did not trigger the screening thresholds at the mainline segments most likely to be used by project traffic, there is no need to look at segments further away. Therefore, a Freeway Impact Analysis is not required.

FREEWAY RAMP SCREENING

- The freeway ramp screening analysis is shown on Table 3.
- Turning movement count data was obtained for the AM and PM peak periods for the freeway off-ramp termini intersections.
- Existing LOS was estimated using the Highway Capacity Manual (HCM) operational methodology when the ramp termini intersection is signalized and the HCM stop-controlled methodology when the ramp termini intersection is stop-controlled, considering existing turning movement volumes, lane configurations, and the type of traffic control at the end of the ramp.
- From the HCM intersection analysis, the existing average vehicular delay and LOS was determined for the off-ramp approaches to the termini intersections. For each ramp, the



- LOS for the off-ramp approach was used to determine the appropriate screening threshold:
- Threshold = $\geq 2\%$ of assumed ramp capacity if approach LOS is D
 - Threshold = $\geq 1\%$ of assumed ramp capacity if approach LOS is E or F
- Where the assumed ramp capacity = 1,500 vphpl multiplied by the number of approach lanes on the ramp approach to the intersection. In other words, the threshold is 30 vphpl at LOS D and 15 vphpl at LOS E or F, multiplied by the number of lanes on the ramp approach to the intersection.
- The project-added trips to each off-ramp were compared to the appropriate threshold. As shown on Table 3, the screening analysis determined that the screening threshold criteria would not be triggered at any of the three freeway ramps. Furthermore, since the project traffic did not trigger the screening thresholds at the ramps most likely to be used by project traffic, there is no need to look at ramps further away. Therefore, a Freeway Impact Analysis is not required.

**TABLE 1
PROJECT TRIP GENERATION ESTIMATES
6230 YUCCA STREET PROJECT**

Trip Generation Rates [a]									
Land Use	ITE#	Rate	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Rate	In	Out	Rate
High Rise Apartments	222	per dwelling unit (DU)	4.20	25%	75%	0.30	61%	39%	0.35
Office	710	per 1,000 square feet	11.01	88%	12%	1.55	17%	83%	1.49
Quality Restaurant	931	per 1,000 square feet	89.95	52%	48%	0.81	67%	33%	7.49

Trip Generation Estimates									
Land Use	ITE#	Size	Weekday Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Project									
High Rise Apartments [b]	850	116 du	487	9	26	35	25	16	41
Quality Restaurant	931	2.325 ksf	209	1	1	2	11	6	17
<i>Pass-by Credit (10%) [c]</i>			(21)	0	0	0	(1)	(1)	(2)
<i>Transit Credit (15%) [d]</i>			(28)	0	0	0	(2)	0	(2)
Total Restaurant Trips			160	1	1	2	8	5	13
<i>Gross Trip Generation (2014 Project)</i>			647	10	27	37	33	21	54
Existing Land Use									
Office	710	18.600 ksf	(205)	(26)	(3)	(29)	(5)	(23)	(28)
<i>Transit Credit (15%) [d]</i>			(31)	(4)	(0)	(4)	(1)	(3)	(4)
Total Existing Uses to be Removed			(174)	(22)	(3)	(25)	(4)	(20)	(24)
Net Incremental Trips (2014 Project)			473	(12)	24	12	29	1	30

Notes:

[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

[b] A trip reduction for transit accessibility has not been applied to the residential uses because the ITE High Rise Apartment trip rate has been applied.

[c] Source: *Traffic Study Policies and Procedures, Attachment 1 "Pass-by Trip Rates"*, Los Angeles Department of Transportation, 2014.

[d] A 15 percent discount has been applied because the site is within ¼-mile walking distance to a major transit station.

**TABLE 2
6230 YUCCA STREET PROJECT - FREEWAY IMPACT ANALYSIS - FREEWAY MAINLINE SCREENING**

PROJECT TRIP GENERATION

	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Project Trip Generation	(12)	24	29	1

(see Table 1)

MAINLINE SCREENING

Threshold: 1% of capacity if LOS E or F, 2% of capacity if LOS D, using 2,000 vphpl capacity

Freeway Segment	% of Project	AM Peak Hour		PM Peak Hour	
		In	Out	In	Out
<i>US 101 at Hollywood Bl</i>		NB	SB	NB	SB
# of Lanes [a]		4	4	4	4
Capacity		8,000	8,000	8,000	8,000
Existing Volume [b]		5,775	7,316	4,381	5,910
V/C Ratio		0.72	0.91	0.55	0.74
LOS Based on V/C Ratio [c]		C	E	A	C
Speed (mph)		62	32	14	32
LOS Based on Speed [d]		A/B/C	E/F	E/F	E/F
Trigger % [e]		n/a	1%	1%	1%
Trigger		n/a	80	80	80
Project Trips	30%	-4	7	9	0
Exceed Trigger?		no	no	no	no
<i>US 101 n/o Vine/Argyle</i>		SB	NB	SB	NB
# of Lanes [a]		4	4	4	4
Capacity		8,000	8,000	8,000	8,000
Existing Volume [b]		7,017	5,817	5,847	4,715
V/C Ratio		0.88	0.73	0.73	0.59
LOS Based on V/C Ratio [c]		D	C	C	A
Speed (mph)		53	64	52	13
LOS Based on Speed [d]		A/B/C	A/B/C	A/B/C	E/F
Trigger % [e]		2%	n/a	n/a	1%
Trigger		160	n/a	n/a	80
Project Trips	20%	-2	5	6	0
Exceed Trigger?		no	no	no	no

Notes:

- a. # of lanes does not include auxiliary or HOV lanes.
- b. Mainline volume and speed source: Averages of data from PeMS for Tuesdays, Wednesdays and Thursdays for April & May 2014.
- c. LOS based on V/C as follows: F >= 1.00; E 0.91 to 1.00; D 0.81 to 0.90; C 0.71 to 0.80; B 0.61 to 0.70; A <0.60.
- d. LOS based on speed as follows: E/F <= 35 mph; D 36-50 mph; A/B/C >50 mph.
- e. Worst-case LOS (V/C-based versus speed-based, denoted by **boldface**) used to determine screening threshold.

**TABLE 3
6230 YUCCA STREET PROJECT - FREEWAY IMPACT ANALYSIS - FREEWAY RAMP SCREENING**

PROJECT TRIP GENERATION

	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Project Trip Generation	(12)	24	29	1

(see Table 1)

RAMP SCREENING

Threshold: 1% of capacity if ramp at LOS E or F, 2% if ramp at LOS D, using HCM intersection methodology at ramp terminus

Int No.	Off-Ramp	Peak Hour	Existing Volume [a]	Off-Ramp Delay [b]	LOS	Ramp Terminus		% of Project	Project Trips	Exceed Trigger?
						# of Lanes	Trigger			
6	<i>US-101 SB off-ramp - Gower Street</i>	AM	722	53.5	F	2	30	0%	0	no
		PM	496	25.3	D		60			
7	<i>US-101 SB off-ramp - Vine Street</i>	AM	1,556	6.2	A	2	n/a	20%	-2	no
		PM	1,050	24.3	C		n/a			
9	<i>US-101 NB off-ramp - Gower Street</i>	AM	254	34.2	D	2	60	30%	(4)	no
		PM	116	16.9	C		n/a			

Notes:

- a. Ramp volume source: turning movement counts at ramp termini intersections
- b. Off-ramp delay determined using HCM LOS methodology (signalized or stop-controlled, as appropriate) at ramp termini intersection, with off-ramp approach reported.



Etta Armstrong <etta.armstrong@lacity.org>

14-1572

1 message

Sharon Gin <sharon.gin@lacity.org>
To: Etta Armstrong <etta.armstrong@lacity.org>

Tue, Dec 2, 2014 at 9:28 AM

----- Forwarded message -----

From: **Dale Goldsmith** <dale@agd-landuse.com>

Date: Mon, Dec 1, 2014 at 3:52 PM

Subject: 6230 Yucca Street/DIR-2012-2767-CLQ

To: "sharon.gin@lacity.org" <sharon.gin@lacity.org>

Cc: "tim.mcwilliams@lacity.org" <tim.mcwilliams@lacity.org>, "marie.rumsey@lacity.org" <marie.rumsey@lacity.org>, "shana.bonstin@lacity.org" <shana.bonstin@lacity.org>.

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Good afternoon, Ms. Gin,

Please see the attached correspondence regarding DIR-2012-2767-CLQ. Please let Mr. Goldsmith know if you have any questions.

Thank you.

Regards,

Laura

Laura M. Awad
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—
Sharon Gin
City of Los Angeles
Office of the City Clerk
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 **6230 Yucca- Letter to PLUM 12-1-14(v2).pdf**
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December 1, 2014

BY EMAIL AND HAND DELIVERY

The Honorable Planning and Land Use
Committee of the Los Angeles City Council
Room 395 City Hall
200 N. Spring Street
Los Angeles, California 90012

Re: 6230 Yucca Street/DIR-2012-2767-CLQ

Dear Committee Members:

We represent 6230 Yucca, LLC, the owner of the above-referenced property. For the reasons set forth in our November 10, 2014 letter, we respectfully request that you:

1. Grant in part and deny in part the appeal by George Abrahams on behalf of the Argyle Civic Association of the Planning Director's June 21, 2013 "Q" Condition Clarification;
2. Sustain the Planning Director's (a) approval of the "Q" Condition Clarification, as modified below; (b) determination that the previously certified Environmental Impact Report (EIR) ENV-2006-6941-EIR, together with the March 2013 Addendum to the Final Impact Report, is adequate environmental clearance for the Director's Determination and complies with CEQA; and (c) adoption of CEQA findings under State CEQA Guidelines 15162, 15163, and 15164 that no further environmental review is required for the project.
3. Further clarify the Q Conditions to reflect the Director's Site Plan Review approval dated September 26, 2014:
 - a. Delete "Q" Condition No. 3 in its entirety;
 - b. Revise "Q" Condition No. 4 as follows:
 4. **Site Plan.** Prior to the issuance of any building permit, detailed development plans, including a complete landscape and irrigation plan and a parking area and driveway plan, shall be submitted to the Planning Department for review and sign-off clearance. These plans shall be in substantial conformance with the plot

The Honorable Planning and Land Use Committee
of the Los Angeles City Council
December 1, 2014
Page 2

plan, elevations and landscape plans ~~dated December 13, 2007, attached to the administrative file approved by the Director in the September 26, 2014 Site Plan Review approval.~~ The plans shall comply with applicable provisions of the Municipal Code, the subject conditions herein and the intent of the subject permit authorization.

c. Revise the first two sentences of "Q" Condition No. 5 as follows:

5. Parking. The project shall provide at a minimum the number of spaces required under LAMC Sections 12.21-A.4(a) and 12.21-A.4(x). ~~A minimum of 242 parking spaces shall be provided.~~ The number of spaces provided, their location and access shall be in substantial conformance with the project plans approved by the Director in the September 26, 2014 Site Plan Review approval, marked Exhibit B1-5 and attached to the administrative file. ~~Parking designated for office use shall be made available after hours to support reductions in "overflow" parking into residential areas.~~

d. Revise the first sentence of "Q" Condition No. 10 as follows:

10. The design of the project shall be in substantial conformance with the site plans and elevations approved by the Director in the September 26, 2014 Site Plan Review approval dated November 9, 2007 attached to the administrative file.

4. Adopt the attached CEQA findings.

Thank you for your consideration. Please do not hesitate to contact us if you require any additional information.

Very truly yours,



Dale J. Goldsmith

cc: Councilman Mitch O'Farrell's Office
Department of City Planning
City Attorney
6230 Yucca, LLC

DIR-2012-2767-CLQ
ADDENDUM - ENV-2006-6941-EIR
6230 Yucca Street

FINDINGS OF FACT (CEQA)

HAVING RECEIVED, REVIEWED, AND CONSIDERED THE FOLLOWING INFORMATION, AS WELL AS ALL OTHER INFORMATION IN THE RECORD OF PROCEEDINGS ON THIS MATTER, THE CITY COUNCIL OF THE CITY OF LOS ANGELES HEREBY FINDS, DETERMINES, AND DECLARES AS FOLLOWS:

I. PROJECT BACKGROUND AND CEQA PROCESS

A. Approved Project Description, History and CEQA Compliance

The City of Los Angeles previously certified the Environmental Impact Report State Clearinghouse No. 2006101025, dated August 16, 2007 (the "EIR"), for the project described below, finding it in compliance with the California Environmental Quality Act ("CEQA"), Public Resources Code Section 21000 et seq.

The Yucca Street Condos project as analyzed in the EIR (the "Original Project") would replace an underutilized 18,614 square-foot office and radio station building and surface parking lot with an approximately 114,252 square-foot mixed-use development at 6230 Yucca Street in Hollywood (the "Project Site"). The Original Project would be approximately 185 feet in height (16 stories), including a mechanical penthouse and emergency helistop on the roof.

The single proposed structure was roughly rectangular in shape and was oriented with the tallest portions of the building towards the center of the Project Site. The Original Project included approximately 13,790 square feet of commercial (office) uses and 95 condominium units, which included 10 live/work units and a mixture of studio, one- and two-bedroom units, and 14,806 square feet of open space. The condominium units ranged in size from approximately 765 square feet to approximately 1,916 square feet. The live/work spaces were three story units, and the condominiums on floors eight through 11 were two-story "townhouse" units. The Original Project provided 242 parking spaces (contained in 2.5 subterranean levels and three levels above grade) as required by the Los Angeles Municipal Code ("LAMC") and the City's Parking Policy for condominiums, with access to the building parking provided off Argyle Avenue.

Based on the City's Environmental Review Committee, the City determined an EIR was necessary to analyze the potential environmental effects of the proposed project. The Notice of Preparation ("NOP") for a draft EIR (the "Draft EIR") was circulated for a 30-day review period starting on October 6, 2006, and ending on November 6, 2006. Based on public comments in response to the NOP and a review of environmental issues by the City, the Draft EIR analyzed the following environmental impact areas:

- Aesthetics
- Air Quality
- Cultural Resources (Historic, Paleontological and Archaeological Resources)
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality

- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Transportation and Traffic
- Utilities and Service Systems

On April 9, 2007, the City released the Draft EIR for public comment. The comment period was 45 calendar days, ending on May 23, 2007. The lead agency also accepted comment letters after the comment period closed. The lead agency received three written comments on the Draft EIR from public agencies, groups and individuals. Responses to all comments received between April 9, 2007 and May 23, 2007 are included in the Final EIR.

The City Planning Commission (“CPC”) held a duly noticed public hearing on December 13, 2007, and issued a February 12, 2008 determination in which the CPC approved some of the Applicant’s requests and denied others. The CPC took the following actions regarding the applications:

- Certified Environmental Impact Report No. 2006-6941-EIR (the “EIR”);
- Approved a Zone Change as follows:
 - Amended the existing [D] Development Limitation (“D Limitation”) to allow a floor area ratio (“FAR”) not to exceed 4.5 to 1 (in lieu of the existing FAR limit of 3 to 1);
 - Approved a (Q) condition to, among other things, adopt the proposed Site Plan, limit FAR at the Site to 4.5 to 1 and require a minimum of 242 on-site parking spaces; and
 - Approved a (T) classification to require consultation with appropriate City agencies regarding any necessary dedication and/or improvements, such as street trees, street lighting, sewers and drainage;
- Approved Site Plan Review findings; and
- Denied without prejudice an Adjustment to permit 0 side yards—ruling that such an adjustment is unnecessary because ground floor uses are commercial.

On March 1, 2008, Maureen B. Schultz, on behalf of EMI Music North America (“EMI”) filed an appeal of the CPC Determination. On or about March 1, 2008, James McQuiston filed an appeal of the CPC determination.

On April 15, 2008, the City Council’s Planning and Land Use Management (“PLUM”) Committee heard and denied the both appeals, and resolved to uphold the CPC determination and recommend approval of the Zone Change to the City Council.

In addition to the analysis of noise and vibration impacts provided in the Final EIR, an EIR Addendum was prepared in June 2008, which provided further analysis of noise and vibration impacts to the Capitol Records site. The 2008 Addendum was prepared in response to EMI’s concerns regarding the construction and operational noise and vibration impacts of the Original Project on EMI’s recording studio echo chambers. In response to EMI’s concerns, additional information was developed from on-site studies, technical and expert noise and vibration

analysis and reports, on-site noise and vibration measurements, and consultation with EMI's noise consultants and recording engineers. The additional information and analysis contained in the 2008 Addendum supports the conclusions of the EIR that (1) the Original Project would cause a temporary significant and unavoidable construction-related noise and vibration impact to the Capitol Records site, and (2) impacts to the Capitol Records site due to operation of the Original Project would be less than significant. In addition, the Applicant volunteered to comply with additional mitigation measures to further reduce impacts related to the Capitol Records site.

On August 7, 2008, the City Council adopted the PLUM Committee recommendation, recertified the EIR with the 2008 Addendum, and imposed additional conditions of approval intended to provide further protection to EMI during construction. On or about August 11, 2008, a Notice of Determination was filed and posted with the County Clerk. The 30-day statute of limitations for a CEQA challenge ran without such a challenge having been filed.

In 2010, the Applicant began to implement the Original Project by demolishing the existing office/radio station building on the site. However, due to adverse market conditions arising from the recession, the Applicant was unable to proceed further and temporarily placed the Original Project on hold.

B. Revisions to the Original Project

Due to the changing real estate market conditions, the Applicant made minor changes to the Original Project. Specifically, the Applicant proposed 111,558 square feet, with 13,442 square feet of commercial space, and 116 apartment units within a 16-story, 173 foot, 11 inch tall building and 208 spaces in two subterranean and three above grade levels of parking (the "Revised Project").

On October 5, 2012, the Applicant submitted to the City an application for a [Q] Condition Clarification to reflect the change from for sale condominiums to rental apartments, and to reduce the minimum amount of parking to reflect apartment rather than condominium requirements. The Department of City Planning, acting as lead agency, determined that an Addendum to the certified EIR was the appropriate level of CEQA review for the [Q] Condition Clarification request.

On June 21, 2013, the Planning Director approved the March 2013 Addendum ("Addendum"), finding "that the previously certified Environmental Impact Report ENV-2006-6941-EIR, together with the Addendum to the Final Impact Report, dated March 2013, is adequate environmental clearance and complies with the CEQA," and approved the requested [Q] Condition Clarification. On July 10, 2013, George Abrahams, on behalf of the Argyle Civic Association ("Appellant"), appealed the [Q] Condition Clarification (the "Appeal").

During the pendency of the Appeal, the Applicant continued to refine the project to reflect current market conditions. Specifically, the Applicant now proposes 116 apartment units and 2,235 square feet of commercial space within a 17-story building (the "Current Project"). The Current Project has more units than the Original Project, but the same number as the Revised Project. Like the Original Project and the Revised Project, the Current Project's density remains below the 127 units permitted under the current zoning for the site. The Current Project would have essentially the same floor area (114,136 square feet) as the Original Project (114,252 square feet.) The Current Project's building footprint is also substantially the same as the Original Project and the Revised Project.

The Current Project would be 17 stories (one more than the Original Project and the Revised

Project) due to a change in the floor to floor heights and modifications to the parking garage. However, the Current Project would only be 174 feet in height, which is less than the Original Project's height of almost 185 feet and essentially the same as the Revised Project. The Current Project would include one subterranean and four above-grade levels, which is 1.5 fewer subterranean levels than the Original Project and one fewer than the Revised Project. The amount of subterranean parking area would be reduced by about 50 percent when compared to the Original Project, so the total amount of grading, excavation, and hauling would be less than the Original Project. It would also be less than the Revised Project.

The number of parking spaces for the Current Project would comply with the parking requirements under the Los Angeles Municipal Code ("LAMC"). The Current Project would provide at least 12,200 square feet of open space, consistent with LAMC requirements.

On September 26, 2014, the Planning Director approved the Addendum and Site Plan Review for the Current Project. This action was not appealed.

CAJA, Inc. has prepared a Technical Memorandum dated October 2014 (the "Technical Memorandum") analyzing the environmental impacts of the Current Project and the changes from both the Original Project and the Revised Project.

On _____, the City Council PLUM Committee considered the Appeal at a duly noticed public hearing, along with all other public testimony and documentation submitted with regard to the Appeal. The PLUM Committee recommended that the full City Council deny the Appeal in its entirety and uphold approval of the Current Project and the Addendum.

C. Current Environmental Setting and Baseline

The environmental setting in which the Current Project would be built and operated has not substantially changed since October 4, 2006, when the NOP was published for the EIR. The date the NOP is published establishes the date of the environmental baseline for the project analysis. Nevertheless, as set forth below, additional Greenhouse Gas Emissions, Geotechnical, and Traffic analyses have been prepared and are included in the Addendum and the Technical Memorandum.

On June 19, 2012, the City Council approved an update to the Hollywood Community Plan and a related zoning ordinance (the "Community Plan Update). However, the Community Plan Update was subject to a lawsuit and subsequently invalidated by court order. As described in the Technical Memorandum, the Current Project would be consistent with the 1988 Hollywood Community Plan (which the City Council reinstated following invalidation of the Community Plan Update), and none of the approvals for the Current Project derive from the Community Plan Update. Therefore, the invalidation of Community Plan Update has no effect on the Current Project and would not change any of the conclusions of the EIR.

On December 29, 2011, the California Supreme Court issued its decision in *California Redevelopment Association v. Matosantos*. The decision upheld recently enacted state law dissolving all California redevelopment agencies, including the CRA/LA, and made the dissolution of the agencies effective February 1, 2012. However, the City has elected to continue CRA/LA land use approval authority through the Designated Local Authority (DLA). The City is currently processing transfer of land use authority from the DLA to the City Planning Department. As described in the Technical Memorandum, the Current Project would be consistent with the Redevelopment Plan. Therefore, the dissolution of the CRA/LA has no effect on the Current Project and would not change any of the conclusions of the EIR.

Finding. The surrounding environment, regulatory framework, and land use plans surrounding the Original Project, both with respect to surrounding uses and applicable land use plans, have not changed so fundamentally as to warrant preparation of a Subsequent or Supplemental EIR for the Current Project. Neither the invalidation of the Community Plan Update, nor the dissolution of CRA/LA constitutes significant new information warranting preparation of a Subsequent or Supplemental EIR.

II. ENVIRONMENTAL IMPACTS OF THE CURRENT PROJECT

A. Environmental Impact Findings

1. Aesthetics

The conditions that could affect impacts to aesthetics would remain unchanged. The Current Project's modifications to the Original Project and Revised Project would not change the existing conditions of the Project Site. Therefore, the aesthetic impacts of the Current Project would be the same as the impacts of the Original Project and Revised Project. As set forth below, visual character, views, shade/shadow, and light and glare impacts would continue to be less than significant.

Visual Character

The Current Project would be of the same general size and scale as the Original Project and Revised Project, would be constructed generally within the same building footprint, and proposes the same architectural design and materials as the Original Project and Revised Project. The Current Project is about 11 feet lower in height than the Original Project and, essentially, the same height as the Revised Project. Thus, the Current Project's visual character impacts would be the same as the Original Project's and Revised Project's impacts and less than significant.

Views

As described in the Technical Memorandum, there have been minimal changes to the uses surrounding the Project Site. During most of the time since approval of the Original Project, a significant economic recession discouraged land development. As such, views and viewsheds in the vicinity of the Project Site have not substantially changed. The Current Project would be constructed within the same building footprint as the Original Project and the Revised Project, although the Current Project would be shorter than the Original Project by approximately 11 feet. Like the Original Project and the Revised Project, the Current Project's slender design and siting as far as possible from the Capitol Records Tower reduce potential impacts to views of that Tower through the Project Site. Moreover, the reduction in massing of the Current Project's podium nearest the Capitol Records Tower, as compared to the Original Project and the Revised Project, would enhance the view corridor to the Capitol Records Tower. Therefore, the Current Project would not be expected to obstruct views of the Capitol Records Tower, with the exception of a momentary view interruption on the northbound Hollywood Freeway near Gower Street (same as the Original Project and the Revised Project). Like the Original Project and the Revised Project, the Current Project may create a minor diminishment of the view of the Hollywood Hills. However, views of the Hollywood Hills are available in many other locations. Therefore, the Current Project would result in a less than significant impact with respect to valued views, same as the Original Project and the Revised Project.

Signage

The Current Project does not propose a supergraphic sign, and all proposed signage would be

consistent with existing applicable regulations. Therefore, aesthetic impacts related to signage will be the less than the Original Project, which would include a supergraphic sign, and similar to the Revised Project, which would not. Therefore, the Current Project's impacts with respect to signage would also be less than significant.

Shade/Shadow

The Current Project would be generally built within the same footprint as the Original Project and the Revised Project, and would be about 11 feet shorter than the Original Project and essentially the same height as the Revised Project. As described in the Technical Memorandum, there have been minimal changes to the uses surrounding the Project Site, and as a result, the sensitive receptors in the vicinity of the Project Site have not changed. As such, shadows generated by the Current Project on surrounding sensitive uses are expected to be proportionately reduced when compared to the Original Project and similar to the Revised Project. Therefore, the Current Project's impacts with respect to shade/shadow would also be less than significant.

Light and Glare

Like the Original Project and the Revised Project, the Current Project would increase ambient light levels on the Project Site and in the vicinity. However, the increase would be considered nominal, as the Current Project is located in Hollywood—a highly urbanized regional nighttime destination that is already significantly illuminated at night, and the illumination provided by the Current Project would be the same as the illumination provided by the Original Project and the Revised Project. In addition, like the Original Project and the Revised Project, the Current Project would exclude materials that would create glare impacts, and would comply with the City's Lighting Regulations contained in the LAMC. Overall, the Current Project's impacts with respect to light and glare would be less than significant, and the same as the Original Project and the Revised Project.

Cumulative Impacts

The cumulative impact would also be the same for the Current Project as for the Original Project and the Revised Project, which would be less than significant for visual character, shade/shadow, and light and glare. Cumulative impacts of the Original Project and the Revised Project with respect to views of the Capitol Record Tower were conservatively considered to be significant and unavoidable. The Current Project does not substantially increase the severity of this impact. Rather, because the Current Project is approximately 11 feet shorter than the Original Project and would reduce the massing of the podium nearest the Capitol Records Tower, as compared to the Original Project and the Revised Project, cumulative view impacts upon the Capitol Records Building will be reduced.

2. Agricultural Resources

The Project Site is located in a heavily urbanized area in the Hollywood community of the City of Los Angeles and does not include any state designated agricultural lands. The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Site is not included in the Important Farmland Category and the Project Site and adjacent properties are not utilized for agricultural purposes. Additionally, neither the Original Project nor the Current Project would involve the conversion of agricultural land to another use and the Project Site is not under a Williamson Act contract.

The Current Project would be developed on the same site as the Original Project and the Revised

Project. The conditions that could affect impacts to agricultural resources remain unchanged compared to the Original Project and the Revised Project. The Current Project's impacts with respect to agricultural resources would be less than significant.

Cumulative Impacts

None of the related projects would involve the conversion of agricultural land to another use or develop land under a Williamson Act contract. The cumulative impact would also be exactly the same for the Current Project as for the Original Project and the Revised Project.

3. Air Quality

As set forth in the Technical Memorandum and below, the air quality impacts of the Current Project would be the similar to those of the Original Project and the Revised Project and would also be less than significant.

Construction

Regional Impacts

The existing uses on the Project Site have been demolished. The Current Project proposes a building in the same general footprint as the Original Project and the Revised Project. The Current Project would be slightly larger than the Revised Project (by approximately 2,554 square feet) and would have essentially the same square footage as the Original Project. In addition, the Current Project would have one fewer level of subterranean parking when compared to the Revised Project and 1.5 levels when compared to the Original Project. As set forth in the Technical Memorandum, construction impacts associated with Current Project's demolition, site preparation, grading, building construction, asphalt, and architectural coatings will be similar to the less than significant impacts documented for both the Original Project and the Revised Project. As such, the Current Project's construction impact on regional air quality would be less than significant. All construction-related mitigation measures identified in the EIR are still applicable and will be implemented.

Localized Impacts

As discussed above, on-site construction impacts associated with demolition, site preparation, grading, building construction, asphalt, and architectural coatings would be similar to the impacts documented for both the Original Project and the Revised Project. As a result, the Current Project's construction impact on localized air quality will be less than significant. All construction-related mitigation measures identified in the EIR are still applicable and will be implemented.

Operation

Regional Impacts

As the Current Project proposes the same number of residential units as the Revised Project, as well as a reduction in commercial space, the Current Project would be expected to result in similar stationary emissions of criteria pollutants during its daily operation. This includes emissions from landscape maintenance equipment, water and space heating, and consumer products. In addition, as described below under Transportation/Traffic, the Current Project would result in the same number of traffic trips per day and, therefore, would also result in the

same amount of emissions from motor vehicles as the Revised Project. As set forth in the Addendum, the Revised Project's operational impact on regional air quality would be less than significant. Therefore, the Current Project's operational impact on regional air quality would also be less than significant.

Localized On-Site Impacts

Like the Original Project and the Revised Project, the Current Project would generate long-term, on-site emissions of criteria pollutants from heating and cooling of living spaces, water, cooking appliances, and use of landscape equipment. As the Current Project would have the same number of dwelling units and a reduced commercial component as compared to the Revised Project, it would generate a similar amount of localized on-site emissions of NO_x, CO, PM₁₀ and PM_{2.5}. The Addendum concluded that the Revised Project's operational impacts with respect to localized emissions would be less than significant. Therefore, the Current Project's operational impacts with respect to localized emissions would also be less than significant.

Localized Off-Site Impacts

The South Coast Air Quality Management District ("SCAQMD") recommends an evaluation of potential localized CO impacts when a project increases the volume-to-capacity (V/C) ratio at any intersection rated D or worse by 2 percent or more during the a.m. or p.m. peak hours. As detailed in Section IV.J, Traffic, Access, and Parking, of the EIR, the Original Project's traffic volumes would not meet these criteria at any intersections under Existing with Project or Future with Project conditions. As the Current Project would generate 13 fewer a.m. peak hour trips and 2 fewer p.m. peak hour trips, than the Original Project, it would also not meet these criteria. The June 14, 2012 Technical Memorandum by Fehr & Peers (see Appendix B of this Addendum) found that the Revised Project would have negligible impacts on local congestion and would not meet these criteria at any intersections under Existing with Project or Future with Project conditions. As the Current Project would generate 20 fewer a.m. and 8 fewer p.m. trips than the Revised Project, the conclusions in the July 14, 2012 Memorandum also apply to the Current Project. Based on the Final EIR, the updated traffic impact analysis, and the ambient CO concentrations in the vicinity of the Project Site, CO concentrations at these intersections would fall far below the state and federal standards. As a result, the Current Project's off-site operational impact on regional air quality is expected to be less than significant.

Cumulative Impacts

The Current Project would include 21 more residential units than the Original Project and the same number as the Revised Project. Like the Revised Project, this increase would result in an incremental increase in residents that would be offset in part by the inclusion of a higher percentage of singles and one-bedroom units and reduced commercial component in the Current Project (see Technical Letter Population and Housing analysis). Like the Original Project and the Revised Project, the added population to the South Coast Air Basin would be consistent with growth forecasts for residential development in the 2007 Air Quality Management Plan through 2025. As a result, the Current Project's cumulative impact on regional air quality is expected to be less than significant.

4. Biological Resources

The conditions that could affect impacts to biological resources remain unchanged with the Current Project. There are no site changes that include any areas of significant biological value. Therefore, the biological impacts of the Current Project are the same as the impacts of the

Original Project and Revised Project, and there would be no impact with respect to biological resources.

Cumulative Impacts

The cumulative impact would also be exactly the same for the Current Project as for the Original Project and the Revised Project, as there are no biological resources onsite or in the vicinity.

5. Cultural Resources

There are no historic resources on the Project site. The previously existing building on the project site did not qualify as an historic resource and has been demolished. The conditions that could affect impacts to cultural resources would remain unchanged with the Current Project. The Current Project's changes would be largely internal and would involve a different interior allocation of space within the Project. As such, the New Project would not be expected to impact any neighboring historic resources (such as the Pantages Theater or the Capitol Records Tower). Therefore, impacts with respect to historic resources as a result of the New Project would be less than significant, same as for both the Original Project and the Revised Project.

The Current New Project proposes one subterranean parking level, compared to the two subterranean parking levels proposed for the Revised Project and 2.5 levels for the Original Project. As less excavation would be required for the Current Project's subterranean parking, the Current Project would be less likely to encounter archaeological/paleontological resources or human remains when compared to either the Original Project or the Revised Project. Nevertheless, the Current Project would implement standard City mitigation measures during the earthwork and excavation phase. Therefore, the Current Project's impacts to archaeological/paleontological resources and human remains would be less than significant, same as the Original Project and the Revised Project.

Cumulative Impacts

The cumulative impact would also be exactly the same for the Current Project as for the Original Project and the Revised Project.

6. Geology and Soils

At the time the City certified the Final EIR, the Project Site was not located within an Alquist-Priolo Earthquake Fault Zone, and no known faults were mapped as crossing the Project Site or projecting towards the project site. The closest known active fault at that time was the Hollywood Fault, which is located at a distance of about 0.3 miles from the project site. Although the Project Site was located within 0.3 miles of the active Hollywood Fault, and by other faults on a regional level, the potential seismic hazard to the Project Site was not considered to be higher than in most areas of the City of Los Angeles or elsewhere in the region. As the entire Southern California area is considered a seismically active region, every building in the region is susceptible to ground shaking and earthquakes. The City of Los Angeles Building Code includes regulations and requirements designed to reduce risks to life and property to the maximum extent feasible.

The Hollywood Quadrangle Earthquake Fault Zone Map (the "Preliminary Map") was initially released for public review on January 8, 2014. The Preliminary Map does not delineate the location of verified faults and traces. Rather, the Preliminary Map delineates the location of suspected faults and traces subject to on-site verification as required by the Act. The 90-day

public comment period required under Alquist-Priolo Earthquake Fault Zoning Act (the "Act") Section 2622(c) was extended to allow for relevant site-trenching data from the Project Site to be submitted and made publicly available.

According to the Act, before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults. An evaluation and written report of a specific site must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (generally 50 feet).

Any structure with human occupancy restrictions under subparagraph (A) of paragraph (2) shall not be granted a new building permit that allows an increase in human occupancy unless a geologic report, prepared pursuant to subdivision (d) of Section 3603 of Title 14 of the California Code of Regulations in effect on January 1, 1994, demonstrates that the structure is not on the trace of an active fault, or the requirement of a geologic report has been waived pursuant to Section 2623. (Act §2627.1(e)(2)(C)(3).) The State Geologist shall continually review new geologic and seismic data and shall revise the earthquake fault zones or delineate additional earthquake fault zones when warranted by new information. The State Geologist shall submit all revised maps and additional maps to all affected cities, counties, and state agencies for their review and comment. Concerned jurisdictions and agencies shall submit all comments to the State Mining and Geology Board for review and consideration within 90 days. Within 90 days of that review, the State Geologist shall provide copies of the revised and additional official maps to concerned state agencies and to each city or county having jurisdiction over lands lying within the earthquake fault zone. (Act §2622(c).)

The Applicant coordinated on-site trenching (100 feet in length and 35 feet in depth), sonic testing, radiocarbon dating, and core sampling of the subject property by state-certified professional geologist Steven Kolthoff and Registered Professional Engineer Michael Reader of Group Delta. Trenching was completed on the Property and all data collected. On April 7, 2014, inspectors from the City and State of California inspected the trench and reviewed the raw data collected. The raw data and preliminary review by City and State inspectors indicates that no active fault or trace is located on the property.

On September 3, 2014, Group Delta issued a Revised Fault Activity Report (the "Fault Analysis"). The Fault Analysis documents the trenching, radiocarbon dating, soil core sampling, soil aging, and cone penetration tests that were performed on-site. The Fault Analysis concludes:

A previously inferred "Argyle Strand" of the Hollywood Fault does not exist; rather the inferred groundwater offsets are now shown to be local perched levels on interbedded clay beds....

Based on site specific investigation, we therefore find that no active fault exist within, nor within 50 feet north and south of the subject site. The investigation meets current professional standard of practice for assessment of sites in an [Alquist-Priolo] A-P zone.

In a letter dated October 30, 2014, the City Department of Building & Safety issued a Geology Report Approval Letter affirming the conclusions of the Fault Analysis. The final Official Alquist-Priolo Earthquake Fault Zone Map issued by the State Geologist in November 2014 shows that there is no active earthquake fault through, under or within 50 feet of the Project site.

Findings.

- a) State-certified professional geologist Steven Kolthoff and Registered Professional Engineer Michael Reader of Group Delta are experts in the field of earthquake fault activity analysis, and the Fault Analysis documents expert findings with regard to whether any active earthquake fault or trace is located on the subject property.
- b) The Fault Analysis provides substantial evidence that no active fault exists within or within 50 feet, of the subject site. Therefore, the site is safe for development with respect to Earthquake Zones of required investigation as defined in the Alquist-Priolo Earthquake Fault Zoning Act.
- c) The Appeal contains no expert analysis or other substantial evidence that an active fault exists within or within 50 feet, of the subject site, but rather consists entirely of speculation and opinion unsupported by fact.

The conditions that could affect impacts to geology and soils remain unchanged with the Current Project. The modifications proposed as part of the Current Project do not change the existing geologic conditions of the Project Site or the engineering and excavation plans for the project, although the Current Project would provide 1.5 levels less of subterranean parking than the Original Project and one level less than the Revised Project. Therefore, the geology and soils impacts of the Current Project will be the same as for the Original Project and the Revised Project. With the implementation of the mitigation measures identified in the EIR and design standards recommended in the geotechnical report, impacts would be less than significant.

Cumulative Impacts

Geology and soils impacts are generally site specific and, like the Current Project, each of the related projects would meet current seismic safety standards. Therefore, cumulative impacts with respect to geology and soils would also be exactly the same for the Current Project as for the Original Project and the Revised Project.

7. Greenhouse Gas Emissions

Analysis of Greenhouse Gas (“GHG”) emissions was not required at the time of preparation of the EIR for the Original Project. A Greenhouse Gas Emissions analysis was prepared for the Current Project and is included in the Technical Memorandum. This analysis is consistent with March 2010 amendments to the CEQA Guidelines and the AB32 Scoping Plan.

Given the evolving nature of analyzing climate change, there are no applicable quantitative standards for judging the significance of a single project’s impacts on climate change in the South Coast Air Basin. To that end, the AB 32 Scoping Plan represents the most significant plan for reducing GHG emissions. In calling for a return to 1990 levels of GHG emissions by 2020, the Scoping Plan contains strategies targeting direct regulations, market-based incentives, voluntary actions, and other strategies that were publicly vetted before ARB’s approval in December 2008.

Consequently, the Current Project’s impact on climate change would be significant if the Current Project impacts conflict with or obstructs implementation of the AB 32 Scoping Plan.

Construction

Construction of the Current Project would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the project site. These impacts would vary day to day over the duration of the 18 months of construction activities. As illustrated in Table 2 to the Technical Memorandum, construction emissions of CO₂e would peak in 2014, when up to 9,946 pounds of CO₂e per day are anticipated. Over 18 months of construction, this would amount to a total of approximately 780 metric tons of CO₂e. In accordance with the SCAQMD's guidance, GHG emissions from construction should be amortized over the presumed 30-year lifetime of the project. Therefore, total construction GHG emissions should be divided by 30, which results in 26 metric tons of CO₂e per year, to determine an annual construction emissions estimate comparable to operational emissions.

Operation

Greenhouse gas emissions were calculated for long-term area source and motor vehicle operations. As shown in Table 3 to the Technical Memorandum, the Current New Project would emit 1,343 metric tons of CO₂e per year during typical operations, including the amortized construction emissions.

Consistent with the Revised AB 32 Scoping Plan, the Technical Memorandum compared the Current Project's emissions as proposed to the Current Project's emissions if the Current Project were built using a Business-As-Usual (BAU) (or No Action Taken, NAT) approach in terms of design, methodology, and technology. This means the Current Project's emissions were calculated as if the Current Project was constructed before AB 32 compared to the Current Project as constructed with project design features to reduce GHG and with several regulatory measures adopted in furtherance of AB 32.

Both one-time emissions and indirect emissions are expected to occur each year after build-out of the Current Project. As noted, one-time emissions from construction were amortized over a 30-year period. The emissions for the Current Project and its associated CARB 2020 NAT scenario are estimated to be 1,343 and 1,742 MT CO₂e per year, respectively, which demonstrates that the Current Project would reduce emissions by 23 percent from the CARB 2020 NAT scenario. Based on these results, the Current Project exceeds or meets the reduction target as a numeric threshold (16.7 percent) set forth in the Revised AB 32 Scoping Plan. As a result, the Current Project's contribution to global climate change is not cumulatively considerable and is considered less than significant.

There is no adopted quantitative GHG significance threshold applicable to the Project. The SCAQMD has formed a GHG CEQA Significance Threshold Working Group ("Working Group") to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. As of the last Working Group meeting (Meeting No. 15) held in September 2010, the SCAQMD is proposing to adopt a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency. With the tiered approach, the project is compared with the requirements of each tier sequentially and would not result in a significant impact, if it complies with any tier. Tier 3 excludes projects with annual emissions lower than a screening threshold. For all non-industrial projects, the SCAQMD is considering a screening threshold of 3,000 MTCO₂eq per year. SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact. As noted, the Current Project would generate 1343 metric tons of

CO₂e per year, which is well below the proposed screening threshold. While this screening threshold is not a formally adopted significance threshold, it supports the conclusion that the Current Project would not result in a cumulatively considerable contribution to GHG emissions and global climate change. Moreover, as set forth in Table 4 to the Technical Memorandum, the Current Project would be consistent with all feasible and applicable strategies recommended in the Scoping Plan.

Cumulative Impacts

The CO₂ estimates from mobile sources (particularly CO₂, CH₄, and NO₂ emissions) are likely much greater than the emissions that would actually occur. The methodology used assumes that all emissions sources are new sources and that emissions from these sources are 100 percent additive to existing conditions. This is a standard approach taken for air quality analyses. In many cases, such an assumption is appropriate because it is impossible to determine whether emissions sources associated with a project move from outside the air basin and are, in effect, new emissions sources, or whether they are sources that were already in the air basin and just shifted to a new location. However, because the effects of GHGs are global, a project that shifts the location of a GHG-emitting activity (e.g., where people live, where vehicles drive, or where companies conduct business) would result in no net change in global GHG emissions levels.

Much of the vehicle-generated CO₂ emissions attributed to the Current Project could simply be from vehicles at an existing location moving to the Project Site, and not from new vehicle emissions sources relative to global climate change. Therefore, although it is not possible to calculate the net contribution of vehicle-generated CO₂, CH₄, and N₂O₂ emissions from the Current Project (i.e., Project generated emissions minus current emissions from vehicles that would move to the Project Site), the net contribution would likely be much less than the estimated emissions.

For the foregoing reasons, the Current Project's cumulative impact on climate change is considered less than significant.

8. Hazards and Hazardous Materials

The previously existing office/radio station structure on-site has been demolished. Prior to such demolition, the structure was surveyed for hazardous materials and any such materials (including PCBs, ACM, LBP, and USTs) would have been abated in accordance with applicable laws. Therefore, the Current Project does not involve the demolition of existing structures that would have an impact related to the upset or release of materials during demolition.

Like the Original Project and the Revised Project, the Current Project would use, at most, minimal amounts of hazardous materials for routine cleaning that would not pose any health risk and would not include elements or other aspects that would create any health hazard or produce hazardous emissions. Therefore, hazardous waste impacts during operation of the Current Project would be the same as the Original Project and the Revised Project and also less than significant.

Cumulative Impacts

Hazardous materials and risk of upset conditions are largely site-specific, and, therefore, each related project would require evaluation for potential threats to public safety. Further, local municipalities are required to follow local, state, and federal laws regarding hazardous materials. Therefore, cumulative hazardous waste impacts under the Current Project would be the same as

those under the Original Project and the Revised Project and also less than significant.

9. Hydrology and Water Quality

The conditions that could affect Current Project impacts to hydrology and water quality remain unchanged compared to the Original Project and the Revised Project. These conditions include the location of the Project Site, the construction plan, and the Project's compliance with all water quality and waste discharge requirements.

The Current Project's surface water quality impacts during construction will be similar to or less than those of the Original Project and the Revised Project. While the same amount of land will be graded and the construction area would be the same, the Current Project would have one to 1.5 fewer levels of subterranean parking.

The Current Project's water quality impacts during operation will be the same as the Original Project and the Revised Project, and the Current Project also proposes multi-family residential uses with ground-floor commercial space, within the same building footprint. Like the Original Project and the Revised Project, the Current Project will comply with the requirements of NPDES Permit No. CA0061654. Further, like the Original Project and the Revised Project, the Current Project will not result in a change in the Project Site coverage from existing setting conditions and would include approximately the same impervious and permeable surface ratios, and would not contribute to groundwater depletion or interfere with groundwater recharge to an environmentally significant degree.

Finally, as the Current Project will be located on the same site as the Original Project and the Revised Project, it would result in a less than significant impact with respect to flooding.

For the foregoing reasons, hydrology and water quality impacts of the Current Project will be the same as or less than the impacts for the Original Project and the Revised Project. Like the Original Project and the Revised Project, the Current Project will have a less than significant impact associated with groundwater supplies, drainage patterns, water quality, stormwater drainage, and flooding. Also like the Original Project and the Revised Project, the Current Project will have a less than significant impact associated with water quality, with the incorporation of the EIR's mitigation measures to ensure compliance with water quality requirements.

Cumulative Impacts

Little, if any, additional cumulative runoff would be expected from the Project Site and the related project sites since this part of the City is already fully developed with impervious surfaces. Therefore, cumulative impacts to the existing or planned stormwater drainage system would be less than significant. In addition, development on each site would be subject to uniform site development and construction standards that are designed to ensure water quality and hydrological conditions are not adversely affected. All of the related projects would be required to implement BMPs and to conform to the existing NPDES water quality program. Therefore, cumulative water quality impacts would be the same for the Current Project as the Original Project and the Revised Project and less than significant.

10. Land Use

As the Current Project is located on the same site as the Original Project and the Revised Project, it would not physically divide an established community, nor would it conflict with a habitat or

community conservation plan.

The Current Project proposes a similar building with a similar footprint to the Revised Project, with eight apartment units in lieu of the eight live/work units proposed for the Revised Project. The Current Project also replaces the Revised Project's 13,442 square feet of office space with 2,325 square feet of restaurant/retail space. Therefore, the Current Project is also consistent with the land use designations for the Project Site contained in the General Plan Framework, the currently applicable 1988 Hollywood Community Plan, and the Hollywood Redevelopment Plan.

The City Council approved a Zone/Height District Change for the Original Project from C4-2D-SN to (T)(Q)C4-2-SN pursuant to LAMC Section 12.32F and included a Q Condition that permits a maximum FAR on the project site of 4.5:1, or 114,642 square feet. The Current Project proposes slightly less floor area of 114,311 square feet, which is consistent with the Q Condition and zoning. Therefore, the Current Project's impacts with respect to height and FAR would be less than significant, and the same as the Original Project and the Revised Project.

The Current Project's signage is consistent with the current requirements of the Hollywood Signage Supplemental Use District ("SUD"). Subsequent to certification of the Final EIR, the Hollywood SUD was amended and now prohibits new supergraphic signs in Hollywood. Any new signage, such as building identification signage, would be required to comply with the LAMC and Hollywood SUD. The Current Project does not propose a supergraphic sign, and all signage will comply with the Hollywood SUD. Therefore, impacts related to signage for the Current Project would be less than significant.

In accordance with Section 12.22.A.18 of the City of Los Angeles Planning and Zoning Code, the Current Project's residential density is governed by the R5 standards. Per Section 12.12 C 4 (c), the R5 zone permits one dwelling unit per 200 square feet of lot area. Based on the Project Site total area of 25,476 square feet, a maximum total of 127 residential units are permitted on the project site. The Current Project proposes a total of 116 apartment units, which is below the maximum density permitted for the site. Therefore, the Current Project is consistent with residential zoning density requirements, and, like the Original Project and the Revised Project, impacts would remain less than significant.

The Current Project provides LAMC required parking for the proposed apartment and commercial uses. As part of the project approvals, Q Condition A.5 requires a minimum of 242 parking spaces for the project. However, this Q condition is based on the condominium uses that were part of the Original Project and reflected the Applicant's desire to provide more parking spaces for the for-sale units. Therefore, the Applicant has requested clarification of this Q condition as the Current Project meets Code requirements for apartment uses. With the Q condition clarification, the Current Project is consistent with the parking requirements of the Q conditions.

All other aspects of the Current Project that would have the potential to result in a land use impact remain unchanged from the Original Project and the Revised Project. As the entitlements requested for the Original Project were granted upon project EIR certification and project approval, the Current Project would be consistent with the existing zoning and all other development limitations of the site. Therefore, the land use and planning impacts of the Current Project would be less than significant, like the Original Project and the Revised Project.

Cumulative Impacts

Development of the related projects is expected to occur in accordance with adopted plans and
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regulations. As with the Original Project and the Revised Project, development of the Current Project in conjunction with the related projects would result in an intensification of existing prevailing land uses in the project area. In addition, based upon the information available regarding the related projects, it is reasonable to assume that the projects under consideration in the surrounding area would implement and support important local and regional planning goals and policies. Therefore, cumulative land use impacts would be the same for the Current Project as the Original Project and the Revised Project, and less than significant.

11. Mineral Resources

The conditions that could affect mineral resources would remain unchanged with the Current Project because the Project Site does not include any areas of mineral resource value. The mineral resource impacts of the Current Project would be the same as the Original Project and the Revised Project; there would continue to be no impact to mineral resources.

Cumulative Impacts

As with the Original Project, the Current Project would result in no impact with respect to mineral resources and would not combine with any other project to result in a significant cumulative impact. Therefore, cumulative impacts to mineral resources would be the same for the Current Project as the Original Project and less than significant.

12. Noise

Potential noise impacts of the Original Project are set forth in the EIR and the 2008 Addendum. The 2008 Addendum was prepared in response to EMI's concerns regarding the construction and operational noise and vibration impacts of the Original Project on EMI's recording studio echo chambers. The 2008 Addendum included additional information developed from on-site studies, technical and expert noise and vibration analysis and reports, on-site noise and vibration measurements, and consultation with EMI's noise consultants and recording engineers. The additional information and analysis contained in the 2008 Addendum supports the conclusions of the EIR that (1) the Original Project would cause a temporary significant and unavoidable construction-related noise and vibration impact to the Capitol Records site, and (2) impacts to the Capitol Records site due to operation of the Original Project would be less than significant. In addition, the Applicant volunteered to comply with additional mitigation measures to further reduce impacts related to the Capitol Records site.

Construction Noise

The Current Project proposes a building in the same general footprint as the Original Project and the Revised Project, although the Current Project would be slightly larger than the Revised Project (by approximately 2,729 square feet) and slightly smaller (by approximately 331 square feet) than the Original Project. In addition, the Current Project would remove a level of subterranean parking when compared to the Revised Project and 1.5 levels when compared to the Original Project. Construction noise levels will be the same as the Original Project and the Revised Project, but the duration of constructing a smaller subterranean parking structure will be shorter than the Original Project and the Revised Project. Nevertheless, like the Original Project and the Revised Project, the Current Project would also result in a significant and unavoidable impact on the Capitol Records Tower during project construction, but the impacts would be slightly less severe due to the reduction in the amount of subterranean parking and the previous demolition of the on-site uses.

Construction Vibration

Like the Original Project and the Revised Project, construction activities for the Current Project have the potential to generate low levels of groundborne vibration at the multi-family residential units and the Capitol Records Tower. However, the Current Project's construction activities are reduced compared to the Original Project and Revised Project because on-site structures have already been demolished and the subterranean parking has been reduced—thereby reducing the duration of construction impacts. The Capitol Records Tower contains active recording studios that are located in subterranean spaces approximately 30 to 40 feet from the western project site boundary. Therefore, vibration sensitive activities at the Capitol Records Tower may be temporarily and intermittently impacted during various phases of Current Project construction, thus, resulting in a significant and unavoidable impact, which is slightly less than the Original Project and the Revised Project. Like the Original Project and the Revised Project, the Current Project will implement the supplemental mitigation measures proposed in the 2008 Addendum to reduce such impacts to the extent feasible.

Operational Noise – Vehicular

The traffic impact memorandum prepared by traffic experts Fehr & Peers for the Current Project concluded that the Current Project would result in the same number of daily trips as the Revised Project and more daily trips per day when compared to the Original Project. Typically, it takes a doubling of traffic to increase roadway noise by 3 dBA CNEL, which is the City's most stringent threshold for a significant impact. While the Current Project would generate 109 more daily trips than the Original Project's 364 daily trips, this modest increase does not represent a doubling of traffic on any roadways in the vicinity of the Project Site. As set forth in the EIR, traffic generated by the Original Project would only increase local noise levels by a maximum of 0.1 dBA CNEL for the roadway segments of Yucca Street (from Argyle Avenue to Gower Street) and Gower Street (north of Yucca Street), when compared with the future traffic volumes without the project, which is well below the significance threshold of 3.0 dBA. Therefore, the additional trips generated by the Current Project would not result in any significant impact. As such, impacts would be less than significant, and similar to the impacts of the Original Project and the Revised Project.

Operational Noise – Stationary

Like the Original Project and the Revised Project, development of the Current Project would contribute to an overall increase in ambient noise levels in the project area. However, the Current Project is of the same size and scale as the Original Project and the Revised Project, and would develop the same uses on the Project Site. Therefore, impacts associated with noise generated as a result of the operation of the Current Project upon the adjacent multi-family uses and Capitol Records Tower will be less than significant, and the same as the impacts of the Original Project and the Revised Project.

Cumulative Impacts

Each of the related projects would be subject to the City of Los Angeles Noise Ordinance No. 144,331, which reduces construction noise impacts to the maximum extent feasible by prohibiting loud, unnecessary, and unusual construction noise within 500 feet from any residential zone, and LAMC Section 41.40, which limits the hours of allowable construction activities. Conformance with these City policies would reduce construction-related noise for the related projects. However, due to the close proximity of the related projects on the Project Site block, as well as additional related projects located along Hollywood Boulevard and Vine Street,

under a worst case scenario, all of these projects (including the Current Project) could be developed simultaneously. Therefore, noise generated during the construction phase of these projects is conservatively considered to be a significant temporary cumulative impact, and, like the Original Project and the Revised Project, the Current Project's contribution would be considerable.

With respect to operational noise, all related projects would require exterior walls to be constructed to provide a Sound Transmission Class of 50 or greater as defined in UBC No. 35-1, 1979 edition or any amendment thereto, or to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room. Conformance with these requirements would reduce operational-related noise. Therefore, like the Original Project and the Revised Project, the Current Project would not contribute to a cumulatively considerable operational noise impact, and cumulative noise impacts due to operation would be less than significant. In addition, the cumulative increase in roadway noise would be below the significance threshold. Therefore, as with the Original Project and the Revised Project, roadway noise impacts under the Current Project would not be cumulatively considerable. In addition, as with the Original Project and Revised Project, with Noise Ordinance compliance, the combined impact of the operational noise levels from the Current Project and existing noise levels on interior and exterior noise levels on adjacent properties would be less than significant and, therefore, not cumulatively considerable.

13. Population and Housing

For purposes of impact analysis, the Technical Memorandum calculated that approximately 269 people would occupy the proposed residential units in the Current Project—which is higher than the 219 people estimated to occupy the Original Project. This estimate is based on an average household size of 2.3 persons in the Hollywood Community Plan Area (“HCPA”) provided by the Southern California Association of Governments (“SCAG”). However, this estimate is conservative and likely overstates the actual population of the Current Project because it does not account for common household size relative to unit type. The Current Project proposes 15 studios, 77 one-bedroom units, and 24 two-bedroom units. Typically studio units are occupied by one occupant, reducing the Current Project's population to 247.

In April 2012, SCAG adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012-2035 RTP/SCS) based, in part, on data from the 2010 U.S. Census. The 2012-2035 RTP/SCS provides population estimates for the City of Los Angeles in both 2020 and 2035. The 2020 population is estimated to be 3,991,700 persons, and the 2035 population is estimated to be 4,320,600 persons. The Current Project's population growth would therefore represent a negligible portion of the City's estimated population growth. In addition, as of the 2010 U.S. Census, the Project Site's Census Tract (1910.00) had a population of 3,228 persons. Therefore, the Current Project represents approximately 7.7 percent of the Census Tract population. Overall, the Current Project does not represent a substantial or significant growth as compared to the existing characteristics. The 116 housing units added by the Revised Project would represent approximately 0.88 percent of the anticipated new housing units between 2005 and 2030 in the Hollywood community. As such, the Current Project would not directly induce substantial housing growth, and impacts related to housing would be less than significant.

The Current Project also results in the generation of job opportunities for approximately five new employees. To provide a conservative analysis, the Technical Memorandum assumed that the majority of jobs created by the Current Project would be filled by individuals with families. Therefore, each employee would represent one family household, assuming that only one person per family would be employed by the Current Project. The Technical Memorandum also

conservatively assumes that each family would move to the project area as a result of the job in the Current Project. In fact, the Current Project would have a large local pool of potential employees from which to draw. Based on a ratio of approximately 2.3 persons per household, the five new jobs generated by the Current Project would generate an additional 12 new residents under the conservative assumptions.

The total project population, including the residential component combined with the commercial uses ($247 + 12 = 259$ people), would constitute approximately 1.3 percent of the Hollywood population growth expected by 2030. This is not considered to be a substantial increase, as the project's contribution to the growth does not exceed the population estimate for the Hollywood community by 2030. As such, the population growth associated with the Current Project has already been anticipated and planned for in the area, and impacts would be less than significant.

Overall, the population and housing impacts of the Current Project would be similar to the Original Project and the Revised Project, and impacts would be less than significant.

Cumulative Impacts

The number of people that would be generated by the Original Project in combination with the related projects would potentially exceed the projected population increase for the Hollywood Community Plan Area. However, this overall growth has been anticipated by SCAG, City, and CRA regional forecasts. Moreover, recent census data shows that actual population growth in Hollywood through 2010 was slower than anticipated, thereby making it unlikely that growth will exceed the projections. In addition, concentration of population and employment growth in a highly urbanized area such as Hollywood, with excellent access to the regional transportation system, is promoted in numerous regional and local land use plans and policies. Therefore, like the Original Project and the Revised Project, the Current Project's contribution to cumulative population and housing growth would not be considerable.

14. Public Services

Demand for public services depends on the type and intensity of land uses. A change in a project's operational land uses, a substantial increase in floor area, or a substantial increase in the number of dwelling units could have the potential to increase the demand for police, fire, school, parks, and other public facilities, thereby changing the impacts to public services.

The Current Project is the same size and scale as the Original Project and the Revised Project. While the Current Project proposes incrementally more residential units than the Original Project, there is no change of use or substantial change in use intensity compared to the Original Project or the Revised Project. Moreover, as set forth in Section 13, Population and Housing of the Technical Memorandum, the total onsite population (residents plus employees) would be somewhat less under the Current Project (259), than under the Original Project (290) or the Revised Project (305). Consequently, there is no potential to increase substantially impacts or demands on public services as set forth in the EIR and Addendum.

The Current Project would utilize the same public services infrastructure as the Original Project and the Revised Project because all proposed changes are generally internal and overall project intensity and size is not increasing. The analysis in the EIR concluded that the existing public services infrastructure could sufficiently accommodate the Original Project. The changes of the Current Project with respect to public services would not increase substantially the demand for public services to the extent that the Current Project's demand for services could not be met.

As such, the public services impacts of the Current Project would be comparable to the Original Project and the Approved Project. Impacts would remain less than significant with the implementation of the EIR's mitigation measures.

Cumulative Impacts

Each of the related projects would be individually subject to LAFD review and would be required to comply with all applicable construction-related and operational fire safety requirements of the LAFD and the City in order to adequately mitigate fire protection impacts.

Any new or expanded police station would be funded via existing mechanisms (i.e., sales taxes, government funding) to which the Current Project and related projects would contribute. Furthermore, similar to the Current Project, each of the related projects would be individually subject to LAPD review, and would be required to comply with all applicable safety requirements of the LAPD and the City in order to adequately address police protection service demands.

The applicants of the related projects would be required to pay required developer school fees to the LAUSD (pursuant to SB 50) to help reduce any impacts they may have on school services. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts. The payment of these fees by the related projects would ensure that cumulative impacts upon school services remain less than significant.

The increase in the residential population by cumulative growth in the HCPA and project area would, in the absence of mitigation, lower the City's existing parkland to population ratio, which is below their preferred standard. Impacts associated with cumulative growth would be reduced through developer fees, conditions of approval, and environmental review procedures. However, there is no certainty that conditions of approval or Quimby fees would be effective in addressing cumulative impacts, due to the limited number of existing parks and lack of available sites on which new parks could be developed. Further, the Hollywood Redevelopment Plan Amendment EIR concluded that cumulative impacts with respect to parks and recreation would be cumulatively significant. Therefore, it is conservatively assumed that, like the Original Project and the Revised Project, the Current Project's contribution would be considerable and impacts would be cumulatively significant.

The cumulative demand of the Current Project and the related projects may present a potentially significant impact on library facilities. However, with payment of the library mitigation fees recommended in Mitigation Measure K.5-1, the potentially significant cumulative impacts would be reduced to less than significant. As such, like the Original Project and the Revised Project, the Current Project and the related projects would result in a less than significant impact with respect to library services. Therefore, like the Original Project, the Current Project's impact on libraries would not be cumulatively considerable, and cumulative impacts would be less than significant.

15. Traffic/Transportation/Parking

Fehr & Peers prepared the Revised Project Traffic Analysis Validation & Update, dated June 14, 2012 (the "Traffic Study Update"), which updated the traffic analysis that was prepared for the Original Project. The Traffic Study Update is set forth in Appendix B to the Addendum.

The Traffic Study Update analyzed: (1) whether the original traffic study baseline (traffic counts and cumulative analysis) in the EIR remains sufficient or needs updating for the Revised

Project; (2) whether the Revised Project description with increased residential density could potentially create new significant traffic impacts not previously identified; and (3) an “existing plus project” approach consistent with recent case law decisions.

LADOT reviewed and approved the Traffic Study Update by letter to the Department of City Planning on January 11, 2013 (included as Appendix C to the Addendum). This letter stated that the Traffic Study Update adequately evaluated and determined that the Revised Project would not result in new or more severe traffic impacts.

Baseline Validation

Base Year

The Traffic Study Update shows that existing traffic volumes at the intersections in the vicinity of the Revised Project are measurably lower than traffic volumes identified in the EIR.

Baseline traffic counts for the original traffic study for the Original Project were collected primarily in 2005 to 2006. To determine whether the counts adequately represent current conditions, new traffic counts were collected at four of the 10 study intersections and on the one study roadway segment identified in the EIR to determine whether traffic volumes have increased since the original traffic study was prepared. Intersections that were shown in the 2007 traffic study to have the worst level of service and highest project incremental increase in volume to capacity (V/C) ratio were selected to this comparison, because they would have the highest potential for a project traffic impact to be triggered if baseline traffic volumes had grown since the original traffic study was prepared.

New traffic volumes were collected in May 2012, during a non-holiday week when schools were in session. Addendum Table IV-4 lists the study intersections that were counted in 2012, and compares the total a.m. and p.m. peak hour turning movement volumes between 2006 and 2012. As shown in this table, traffic volumes at the four comparison study intersections in 2012 are the same or less than the traffic volumes at the same study intersections in 2006, ranging from approximately 100% to 86% of the 2006 traffic volumes (0% to 14% less).

During the same day that the peak period intersection turning movement counts were collected, a 24-hour roadway segment count was conducted on Yucca Street. The 2012 count showed 2,157 daily trips on Yucca Street during the 24-hour period, compared to 2,440 trips during a 24-hour period in 2006. Thus, the 2012 count is approximately 88% of the 2012 count (12% less).

Because the 2012 peak hour intersection counts and the 24-hour count are the same or less than the baseline 2006 traffic volumes in the original traffic study, the base year traffic analysis contained in the original traffic study remains representative of existing conditions set forth in the Addendum. For several intersections, use of the base year analysis for the original traffic study is a conservative assessment of existing conditions because traffic volumes have declined at some intersections relative to 2006 traffic volumes.

Cumulative Baseline

As required by LADOT, the potential for Revised Project impacts was assessed against a future cumulative baseline, which accounted for growth in regional traffic (ambient growth), as well as traffic from known development projects in the study area (related projects).

Following common practice at the time, the original traffic study added an ambient growth factor

of 1% per year to the 2006 base year traffic (4% total growth). Addendum Table IV-4 shows that this level of expected ambient growth in traffic has not occurred; 2012 traffic volumes are the same or less than the 2006 traffic volumes. Thus, the use of the Cumulative Base scenario from the original traffic study would result in a conservative assessment of regional traffic growth, and so can be considered an adequate baseline to assess the potential for project related impacts for a new future base year that reflects the delayed implementation of the project.

To determine the adequacy of the analysis of related projects in the original traffic study, a new related project list was obtained from LADOT in May 2012 for related projects located within a two-mile radius of the Current Project. Some projects that were analyzed in the original traffic study are still on the list, but many new projects have been added, and old projects have been removed. Traffic Study Update Table 2 details the current related project list, as well as LADOT's estimates for daily, a.m., and p.m. peak hour trips generated for each related project. This table compares the total daily, a.m., and p.m. peak hour trip generation for all related projects against the totals for the related projects on the list from the original traffic study.

Table 2 to Traffic Study Update shows that cumulative trips from the 2012 related projects list are lower than the cumulative trips from the original related projects list. Projects on the 2012 related project list are estimated to generate approximately 102,980 daily, 6,722 a.m. peak hour, and 9,668 p.m. peak hour trips, approximately 10% fewer daily trips, 12% fewer a.m. peak hour trips, and 11% fewer p.m. peak hour trips than the related projects list from the original traffic study. Because the related projects from the original traffic study generated more trips than the current list, the use of the original Cumulative Base scenario would thus result in a more conservative baseline to assess potential Revised Project impacts.

Because both the ambient growth rate and related project trip generation for the original Cumulative Base scenario would result in a more conservative baseline for assessing the potential for Revised Project impacts, the baseline from the original traffic study has been retained for the updated analysis detailed in the Traffic Study Update to provide a more conservative analysis.

Updated Trip Generation Analysis

Addendum Table IV-5 shows that the Revised Project is expected to generate 473 daily trips, 32 a.m. peak hour trips, and 38 p.m. peak hour trips, which are approximately 109 additional daily trips, 7 additional a.m. peak hour trips, and 6 additional p.m. peak hour trips compared to the Original Project.

Intersection and Street Segment Analysis

The Revised Project trips were distributed to the street network using the trip distribution pattern specified in the 2007 traffic study. Project trips were assigned to the Cumulative Base traffic volumes from the original traffic study to develop Cumulative plus Project traffic volumes reflecting the updated project description. Addendum Table IV-6 shows that the Revised Project would not result in any significant project-related traffic impacts.

As set forth in Table 10 to the Technical Memorandum, the Current Project would generate the same number of daily trips as the Revised Project, but 20 fewer a.m. peak hour trips and eight fewer p.m. peak hour trips. Therefore, the traffic analysis and conclusions in the Addendum regarding Cumulative plus Project traffic impacts also apply to the Current Project. Like the Revised Project, the Current Project's impacts would be less than significant.

Existing Plus Project Traffic Impact Analysis

The original traffic study for the Original Project was prepared in accordance with the methodology prescribed in LADOT's Traffic Study Guidelines applicable at the time the study was prepared. Consistent with LADOT's methodology, the study evaluated the potential for project-related intersection traffic impacts against a future baseline condition at the date of anticipated project build out (then 2010).

In December 2010, the California Court of Appeal for the Sixth District issued an opinion on the case *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council* ("*Sunnyvale*"), pertaining to the environmental baselines used in an EIR for a long-range transportation improvement. The *Sunnyvale* decision interprets CEQA to require that project-specific impacts should be analyzed based upon adding a project's impacts to existing conditions.

Consistent with *Sunnyvale*, the Revised Project was analyzed using existing conditions as the baseline to assess the potential for Revised Project impacts, including lane configurations and the 2006 existing traffic volumes. Project-only trips reflecting the Revised Project were assigned to existing traffic volumes using the same procedure as described above for the Cumulative plus Project scenario to develop Existing plus Project traffic volumes. Addendum Table IV-7 shows that the Revised Project does not result in a significant impact at any study intersection under an Existing-plus-Project scenario, as the increase in traffic from the Revised Project would not exceed any LADOT thresholds of significance.

As noted, the Current Project would generate the same number of daily trips than the Revised Project, but 20 fewer a.m. peak hour trips and eight fewer p.m. peak hour trips. Therefore, the traffic analysis and conclusions in the Addendum regarding Existing plus Project traffic impacts also apply to the Current Project. Like the Revised Project, the Current Project's impacts would be less than significant.

2013 Additional Update

In response to the Appeal, Fehr & Peers further updated the Traffic Study Update by Memorandum dated October 7, 2013 (the "2013 Traffic Memo"). The 2013 Traffic Memo addressed whether adding the recently approved Millennium Hollywood Project to the related projects list would change the Revised Project's cumulative impact analysis.

Like the Traffic Study Update, the 2013 Traffic Memo also shows that the EIR's cumulative traffic analysis was more conservative and had greater impacts than would occur under present conditions.

"[T]he related project list used in the [original] 6230 Yucca Cumulative Base scenario has **higher trip generation, and thus is more conservative, than the 2012 related project list, with the addition of the Millennium Hollywood Project trips**. The second comparison reviewed the Millennium Hollywood Project Future + Project V/C ratios and LOS, compared with the 6230 Yucca Cumulative Base Scenario. We found that the [original] 6230 Yucca Cumulative Base Scenario **was more conservative** at most intersections and most peak hours." (2013 Traffic Memo, p. 6 [emphasis added].)

Similarly, adding the Millennium Hollywood Project trips to the cumulative analysis did not result in a significant increase in cumulative traffic impacts under current conditions.

"We found that the 6230 Yucca Cumulative Base Scenario was more conservative at

most intersections and most peak hours. The two intersections where the Millennium Hollywood Project estimated level of service falls an LOS letter grade, and which would result in a stricter traffic impact criteria, are locations where the 6230 Yucca Project related V/C increase is well below the strictest traffic impact criteria. Thus **the inclusion of the Millennium Hollywood Project in the analysis for the 6230 Yucca Project does not alter the conclusions of the prior analysis: that there are no expected significant project-related traffic impacts.**

As noted, the Current Project would generate the same number of daily trips as the Revised Project, but 20 fewer a.m. peak hour trips and eight fewer p.m. peak hour trips. Therefore, the traffic analysis and conclusions in the 2013 Traffic Memo also apply to the Current Project. Like the Revised Project, the Current Project's impacts would be less than significant even with the inclusion of the Millennium Hollywood Project in the analysis.

Residential Street Segment Analysis

The residential street segment analysis from the traffic study for the Original Project was updated based on the revised trip generation estimates. Addendum Table IV-8 shows that the Revised Project would be expected to generate 198 daily trips on the segment (compared with 152 trips for the Original Project as analyzed in 2007). While this represents an increase of 46 daily trips, the Revised Project generated traffic would still be below the impact threshold, so this increase would not cause a new significant impact.

As noted, the Current Project would generate the same number of daily trips as the Revised Project. Therefore, the traffic analysis and conclusions in the Addendum regarding residential street impacts also apply to the Current Project. Like the Revised Project, the Current Project's impacts would be less than significant.

Parking

The Current Project would provide a sufficient number of parking spaces to meet the LAMC requirements for the proposed apartment and commercial uses. The City's guidelines for determining CEQA impacts set forth significance thresholds for parking impacts. Under the guidelines, a project that provides all the vehicle parking required by City regulations and policies is deemed to have a less than significant parking impact. The Current Project parking meets the LAMC requirements. Therefore, the Current Project results in a less than significant impact with respect to parking, same as the Original Project.

Freeway Impacts

In October 2013, the City and Caltrans District 7 entered into an Agreement Between City of Los Angeles and Caltrans District 7 On Freeway Impact Analysis Procedures. The purpose of this agreement was to develop a screening methodology to determine when a proposed project within the City should work with Caltrans to prepare a Freeway Impact Analysis, utilizing Caltrans' "Guide for the Preparation of Traffic Impact Studies" ("TIS Guide"). Based on the agreement, this coordination and analysis would be required for projects that meet any of the following criteria:

- The project's peak hour trips would result in a 1-percent or more increase to the freeway mainline capacity of a freeway segment operating at level-of-service (LOS) E or F (based on an assumed capacity of 2,000 vehicles per hour per lane);

- The project's peak hour trips would result in a 2-percent or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on an assumed capacity of 2,000 vehicles per hour per lane); or
- The project's peak hour trips would result in a 1-percent or more increase to the capacity of a freeway off-ramp operating at LOS E or F (based on an assumed ramp capacity of 1,500 vehicles per hour per lane); or
- The project's peak hour trips would result in a 2-percent or more increase to the capacity of a freeway off-ramp operating at LOS D (based on an assumed ramp capacity of 1,500 vehicles per hour per lane).

Projects that do not exceed any of the above thresholds are deemed to have a less than significant impact on Caltrans' facilities.

Fehr & Peers prepared a memorandum entitled "6230 Yucca Street Project Caltrans Freeway Screening," dated October 13, 2014 (included as Attachment C to the Technical Memorandum), in order to determine whether the Current Project exceed any of the above thresholds. The memorandum concluded that the Current Project would not exceed any of the thresholds. Therefore, no Freeway Impact Analysis is warranted, and the Current Project's freeway impacts would be less than significant.

Cumulative Impacts

The analysis described above includes an analysis of cumulative impacts. As set forth above, cumulative impacts for the Current Project would be similar to the Original Project and the Revised Project and also less than significant.

16. Utilities and Service Systems

The Current Project would utilize the same utilities infrastructure as the Original Project and the Revised Project. The analysis in the EIR and Addendum respectively concluded that the existing infrastructure had capacity to accommodate the Original Project and the Revised Project, and that utility impacts of the Original Project and the Revised Project would be less than significant. As set forth in the Technical Memorandum, the minor changes of the Current Project would not increase the demand for public utilities to the extent where the Current Project's utilities demand would exceed the infrastructure capacity.

With respect to wastewater generation, the Current Project would generate approximately 14,978 gallons per day, which represents a decrease of 478 gallons per day when compared to the Revised Project. With respect to water consumption, the Current Project would consume approximately 17,973 gallons per day, which represents a decrease of 575 gallons per day when compared to the Revised Project. The Current Project would generate approximately 1,431 pounds of solid waste per day, which is a decrease of 69 pounds per day when compared to the Revised Project. Implementation of the Current Project would consume approximately 15,736 cubic feet of natural gas per day, which is a decrease of approximately 1,074 cubic feet per day when compared to the Revised Project. The Current Project would consume approximately 2,090 kilowatt hours of electricity per day, which is a decrease of approximately 175 kilowatt hours per day when compared to the Revised Project.

The Addendum concluded that the Revised Project's impacts on utilities and service systems would be similar to the Approved Project and less than significant. The Current Project's

impacts on water, wastewater, solid waste, natural gas, and electricity would be less than those of the Revised Project and thus also less than significant. Overall, the changes proposed by the Current Project would not result in any new significant environmental impacts upon public utilities or result in a substantial increase in the severity of any previously identified impacts

Cumulative Impacts

Based on the service area reliability assessment conducted by the Los Angeles Department of Water and Power (“LADWP”) in its 2010 Urban Water Management Plan, LADWP determined that it will be able to reliably provide water to its customers through the year 2035, as well as the intervening years (e.g., the year that the Current Project will become operational). Additionally, under the provisions of Senate Bill 610, LADWP is required to prepare a comprehensive water supply assessment for every new development “project” (as defined by Section 10912 of the Water Code) within its service area that reaches certain thresholds. The types of projects that are subject to the requirements of Senate Bill 610 tend to be larger projects that may or may not have been included within the growth projections of the 2010 Urban Water Management Plan. The water supply assessment for such projects would evaluate the quality and reliability of existing and projected water supplies, as well as alternative sources of water supply and measures to secure alternative sources if needed. Furthermore, through LADWP’s Urban Water Management Plan process and the City’s Securing L.A.’s Water Supply, the City will meet all new demand for water due to projected population growth through a combination of water conservation and water recycling. These plans outline the creation of sustainable sources of water for the City to reduce dependence on imported supplies. LADWP is planning to achieve these goals by expanding its water conservation efforts through public education, installing high efficient water fixtures, providing incentives, and expanding the City’s outdoor water conservation program. To increase recycled water use, LADWP is expanding the recycled water distribution system to provide water for irrigation, industrial use, and groundwater recharge.

Compliance of the Current Project and future development projects with regulatory requirements that promote water conservation such as the LAMC, including the City’s Green Building Code, as well as AB 32, would also assist in assuring that adequate water supply is available on a cumulative basis. Based on the above, it is anticipated that LADWP would be able to supply the demands of the Current Project, as well as future growth. Therefore, like the Original Project and the Revised Project, the Current Project’s impacts on water supply would not be cumulatively considerable, and cumulative impacts on water supply would be less than significant.

As with the Current Project, new development projects occurring in the project vicinity would be required to coordinate with the City of Los Angeles Bureau of Sanitation via a sewer capacity availability request to determine adequate sewer capacity. In addition, new development projects would also be subject to LAMC Sections 64.11 and 64.12, which require approval of a sewer permit prior to connection to the sewer system. Additionally, in order to connect to the sewer system, related projects in the City of Los Angeles would be subject to payment of the City’s Sewerage Facilities Charge. Payment of such fees would help to offset the costs associated with infrastructure improvements that would be needed to accommodate wastewater generated by overall future growth. If system upgrades are required as a result of a given project’s additional flow, arrangements would be made between the related project and the Bureau of Sanitation to construct the necessary improvements. Furthermore, similar to the Current Project, each related project would be required to comply with applicable water conservation programs, including the City of Los Angeles Green Building Code. Therefore, like the Original Project and the Revised Project, the Related Project’s impacts on the City’s wastewater infrastructure would not be

cumulatively considerable, and cumulative impacts would be less than significant.

The City of Los Angeles Bureau of Sanitation's Integrated Resources Plan ("IRP") projects wastewater flows and wastewater treatment capacity through 2020. Therefore, cumulative impacts on wastewater facilities were analyzed relative to future growth projected in the Hyperion Service Area. The Hyperion Service Area's total treatment capacity would be approximately 550 mgd in 2020, which is the same as its existing capacity. As set forth in the Addendum, the cumulative wastewater generation would represent only approximately two percent of remaining capacity. Therefore, like the Original Project and the Revised Project, the Current Project's impacts on wastewater treatment would not be cumulatively considerable, and cumulative impacts on wastewater treatment would be less than significant.

Operation of the Current Project in conjunction with forecasted growth in the County (inclusive of the related projects) would generate municipal solid waste and result in a cumulative increase in the demand for waste disposal capacity at Class III landfills. The Countywide demand for landfill capacity is continually evaluated by the County through preparation of the County Integrated Waste Management Plan Annual Reports ("Annual Reports"). Each Annual Report assesses future landfill disposal needs over a 15-year planning horizon. As such, 2012 Annual Report projects waste generation and available landfill capacity through 2027. The Annual Report assumes a 60 percent diversion rate. Given the recent approval of the City's Exclusive Franchise System, which the City expects to start implementing in 2017, waste diversion from City sources will likely be higher than the assumed 60 percent (based on the City's current diversion rate of 72 percent). Like the Original Project and the Revised Project, the estimated Current Project's generation of waste per year would represent only a fraction of the cumulative waste generation. Thus, like the Original Project and the Revised Project, the Current Project's contribution to the County's estimated cumulative waste stream in the Project buildout year would not be cumulatively considerable.

Furthermore, the 2012 Annual Report demonstrates that future disposal needs can be adequately met through the planning period (i.e., 2027) without disposal capacity shortages via a multi-pronged approach that includes successfully permitting and developing proposed in-County landfill expansions, utilizing available or planned out-of-County disposal capacity, developing necessary infrastructure to facilitate exportation of waste to out-of-County landfills, and developing conversion and other alternative technologies. Jurisdictions in the County of Los Angeles continue to implement and enhance the waste reduction, recycling, special waste, and public education programs identified in their respective planning directives. These efforts, together with Countywide and regional programs implemented by the County and the cities, acting in concert or independently, have achieved significant, measurable results, as documented in the 2012 Annual Report. Based on this trend, and because solid waste disposal is an essential public service that must be provided without interruption in order to protect public health and safety, as well as the environment, it is reasonable to assume that concerted actions will continue to be taken by jurisdictions towards expanding and enhancing waste reduction and recycling programs, and implementing prudent solid waste management strategies in response to the strategies identified in the 2012 Annual Report. With respect to regulatory consistency, it is anticipated that, similar to the Current Project, the related projects would not conflict with and instead would promote source reduction and recycling, consistent with AB 939 and the City's Solid Waste Integrated Resources Plan, City's General Plan Framework Element, RENEW LA Plan, and Green LA Plan. Thus, overall, as with the Original Project and the Revised Project, cumulative impacts with regard to solid waste under the Current Project would be less than significant.

Like the Current Project, the related projects would be required to comply with Title 24 energy conservation standards. The Hollywood Redevelopment Plan Amendment 2003 Final EIR documented that natural gas supply and infrastructure capacity would be sufficient to accommodate natural gas consumption associated with the buildout of the Hollywood Redevelopment Project Area to 2026, including the cumulative effects of other growth anticipated to occur within the Redevelopment Project Area (i.e., growth projected to occur under the No Project scenario). The Gas Company undertakes expansion or modification of natural gas service infrastructure to serve future growth in the within its service area as required in the normal process of providing service. Cumulative impacts related to natural gas service would be addressed through this process. As such, like the Original Project and the Revised Project, the Current Project would not contribute to cumulatively considerable effects on natural gas supplies and infrastructure.

The Hollywood Redevelopment Plan Amendment 2003 Final EIR documented that electrical generation and infrastructure capacity would be sufficient to accommodate electricity consumption associated with the buildout of the Hollywood Redevelopment Project Area to 2026, including the cumulative effects of other growth anticipated to occur within the Redevelopment Project Area (i.e., growth projected to occur under the No Project scenario). As with the Current Project, LADWP undertakes expansion or modification of electrical service infrastructure and distribution systems to serve future growth in the City as required in the normal process of providing electrical service. Cumulative impacts related to electric power service would be addressed through this process. As such, like the Original Project and the Revised Project, the Current Project would not contribute to a cumulatively considerable effect on electricity generation or infrastructure and impacts would be less than significant.

B. Significant Irreversible Environmental Changes

Like the Original Project and the Revised Project, the types and level of development associated with the Current Project would slowly consume renewable and non-renewable resources over the project's operational lifetime. Like the Original Project and the Revised Project, development of the Current Project would require a commitment of resources that would include (1) building materials, (2) fuel and operational materials/resources, and (3) the transportation of goods and people to and from the project site. Also like the Original Project and the Revised Project, development of the Current Project will require consumption of resources that are not replenishable or which may renew slowly as to be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper and lead), petrochemical construction materials (e.g., plastics) and water. Fossil fuels, such as gasoline and oil would also be consumed in the use of construction vehicles and equipment.

The commitment of resources required for the type and level of proposed development will limit the availability of these resources for future generations for other uses during the operation of the proposed project. However, this resource consumption of the Current Project would be consistent with growth and anticipated change in the Los Angeles region and is not a substantial change from the resource consumption of the Original Project and the Revised Project.

C. Growth Inducing Impacts

Like the Original Project and the Revised Project, development of the Current Project could foster economic growth in the Project area by increasing the number of residents at the project site who could patronize local business and services in the area. In addition, employment

opportunities would be provided during the construction and operation of the proposed project. Like the Original Project and the Revised Project, growth induced by development of the Current Project would be consistent with area-wide population and housing forecasts. Also, like the Original Project and the Revised Project, the roadways and other infrastructure (e.g., water facilities, electricity transmission lines, natural gas lines, etc.) associated with the Current Project would not induce growth because they are existing and would only serve project residents and businesses.

D. Alternatives

The EIR considered the following alternatives:

- Alternative 1: No Build/No Project Alternative and Adaptive Re-Use/No Project Alternative
- Alternative 2: Reduced Density Alternative
- Alternative 3: Office Development Alternative
- Alternative 4: Mixed-Use Alternative

The Current Project constitutes a minor alteration to the Original Project, and does not create new significant impacts or increase the severity of the Original Project's significant impacts. Furthermore, no alternatives which are considerably different from those analyzed in the previously certified EIR have been identified that would substantially reduce one or more significant effects on the environment.

E. Statement of Overriding Considerations

The EIR identified unavoidable significant impacts that will result from implementation of the Original Project. The Current Project would result in the same significant and unavoidable impacts—albeit the severity of some of those impacts will be reduced. Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines provide that when the decisions of the public agency allows the occurrence of significant impacts identified in the EIR that are not substantially lessened or avoided, the lead agency must state in writing the reasons to support its action based on the EIR and/or other information in the record. Article I of the City's CEQA Guidelines incorporates all of the State CEQA Guidelines contained in Title 15, California Code of Regulations, Sections 15000 *et seq.* and thereby requires, pursuant to Section 15093(b) of the CEQA Guidelines, that the decision maker adopt a Statement of Overriding Considerations at the time of approval of a project if it finds that significant adverse environmental effects identified in the EIR cannot be substantially lessened or avoided. These Addendum findings incorporate and re-state the Statement of Overriding Considerations adopted for the Original Project.

Like the Original Project and the Revised Project, the Current Project would result in significant unavoidable environmental impacts with respect to construction noise and vibration and would considerably contribute to significant cumulative impacts with respect to views of the Capitol Records Tower and parks and recreational facilities, and it is not feasible to mitigate such impacts to a less than significant level. Accordingly, the City re-adopts the following Statement of Overriding Considerations.

The City recognizes that significant and unavoidable impacts will result from implementation of the project. Having (i) adopted all feasible mitigation measures, (ii) rejected as infeasible alternatives to the project, (iii) recognized all significant, unavoidable impacts, and (iv) balanced

the benefits of the Current Project against the Current Project's significant and unavoidable impacts, the City hereby finds that the each of the project's benefits, as listed below, outweighs and overrides the significant unavoidable impacts of the project's noise and vibration during construction, as well as its contribution to cumulative impacts with respect to views of the Capitol Records Tower and parks and recreational facilities.

Summarized below are the benefits of the Original Project, which remain benefits of the Current Project. These provided the rationale for approval of the Original Project as the provide rationale for approval of the Current Project. Any one of the overriding considerations of economic, social, aesthetic and environmental benefits individually would be sufficient to outweigh the significant unavoidable impacts and justify the approval, adoption or issuance of all of the required permits, approvals and other entitlements for the Current Project. Despite the unavoidable impacts regarding construction noise and vibration and a contribution to cumulative impacts with respect to views of the Capitol Records Tower and parks and recreational facilities, the City approves the Current Project based on the following contributions of the Current Project to the community:

1. The project will reuse and redevelop the currently underutilized project site to provide housing and commercial office space and live/work units to serve the local community.
2. The project will provide a well-designed development that is compatible and complementary with surrounding land uses and enhances pedestrian circulation in the area.
3. In addition to providing adequate parking facilities to serve the project residents and employees, and any surplus parking would be made available to the public in the evening to for night-time parking in Hollywood.
4. The project will generate employment opportunities for the local area.
5. The project will reactivate and revitalize an under-utilized parcel of land.
6. The project will mitigate, to the extent feasible, the potential environmental impacts of the proposed project.
7. The project will provide development that is financially viable.
8. The Applicant has agreed to contribute to the rehabilitation of the triangle parcel across from the Project.

F. Mitigation Monitoring Program

In accordance with the Requirements of Public Resources Code § 21081.6, the previously-adopted Mitigation Monitoring Program, which is described in full in Section IV of the Final EIR, is incorporated herein by reference and shall apply to the Current Project. The City Council reserves the right to make amendments and/or substitutions of mitigation measures if the City Council or their designee determines that the amended or substituted mitigation measure will mitigate the identified potential environmental impacts to at least the same degree as the original mitigation measure, and where the amendment or substitution would not result in a new significant impact on the environment which cannot be mitigated.

G. Independent Judgment

The Applicant's consultants prepared the screencheck versions of the Addendum, Technical Memorandum and related technical reports and memoranda. All such materials and all other materials related to the Addendum and Technical Memorandum were extensively reviewed and, where appropriate, modified by the Planning Department or other City representatives. As such, the Addendum, Technical Memorandum and all other related materials reflect the independent judgment and analysis of the Lead Agency.

H. Substantial Evidence

The City Council finds and declares that substantial evidence for each and every finding made herein is contained in the Final EIR, the Addendum, Technical Memorandum and related technical reports and memoranda referenced therein and herein, and other related materials, each of which are incorporated herein by this reference. Moreover, the City Council finds that where more than one reason exists for any finding, the City Council finds that each reason independently supports such finding, and that any reason in support of a given finding individually constitutes a sufficient basis for that finding.

I. Relationship of Findings to EIR, Addendum and Technical Memorandum

These Findings are based on the most current information available. Accordingly, to the extent there are any apparent conflicts or inconsistencies between the EIR, Addendum and/or Technical Memorandum, on the one hand, and these Findings, on the other, these Findings shall control and the EIR and Addendum or both, as the case may be, are hereby amended as set forth in these Findings.

J. Project Conditions of Approval

The mitigation measures set forth in the EIR and which are incorporated into the Original Project conditions of approval shall also be incorporated into and made conditions of the Current Project to be monitored and enforced by the City pursuant to the building permit process and the Mitigation Monitoring Program. To the extent feasible, each of the other findings and conditions of approval made by or adopted by the City Council in connection with the Current Project are also incorporated herein by this reference.

K. Custodian of Documents

The custodian of the documents or other material which constitutes the record of proceedings upon which the Director's decision is based is the City of Los Angeles, Planning Department, located at 200 North Spring Street, Room 750, Los Angeles, California 90012.

III. ADDITIONAL FINDINGS

Findings. On September 26, 2014, the Planning Director approved the Addendum in connection with approving Site Plan Review for the Current Project, finding that the EIR, along with the Addendum adequately serve as environmental clearance under CEQA for the Current Project. The City Council is relying on the Director's approval and findings in connection with the subject Q Clarification. The City Council finds that there are no changes to the Current Project, no changes in the circumstances under which the Current Project is being undertaken, and no significant new information regarding the Current Project since the Director's September 26, 2014 action.

Pursuant to CEQA Guidelines Sections 15162, 15163 and 15164, as well as CEQA Section 21166, and based upon the substantial evidence set forth in the administrative record and summarized herein the City Council further finds:

- A. Substantial evidence in the administrative record shows the Current Project necessitates minor technical changes or additions to the previously-certified EIR, but that none of the conditions described CEQA Guidelines Section 15162 or 15163 calling for the preparation of a subsequent or supplemental EIR have occurred;
- B. Substantial evidence in the administrative record shows that no substantial changes are proposed in the project, including but not limited to the changes reflected in the Revised Project and the Current Project, which will require major revisions of the EIR;
- C. Substantial evidence in the administrative record shows that no substantial changes will occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the EIR;
- D. Substantial evidence in the administrative record shows that no new information, which was not known and could not have been known at the time the EIR was certified as complete, has become available;
 - i. The project will not have one or more significant effects not discussed in the previous EIR;
 - ii. Significant effects previously examined in EIR will not be substantially more severe than shown in the previous EIR;
 - iii. No mitigation measures or alternatives previously found not to be feasible have been identified as now in fact to be feasible and would substantially reduce one or more significant effects of the project;
 - iv. No mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR have been identified that would substantially reduce one or more significant effects on the environment;
- E. Substantial evidence in the administrative record shows that although an addendum need not be circulated for public review but can be included in or attached to the EIR, the public nevertheless had opportunities to review and comment upon the Addendum, the Technical Memorandum, and supporting analyses ;
- F. None of the public comments in the administrative record, and none of the claims or allegations set forth in the Appeal, constitute substantial evidence that would require preparation of a supplemental or subsequent EIR or that would require substantial revision of the previously-certified Final EIR.
 - a. The Appeal contains no expert analysis or other substantial evidence that the Current Project will result in significant impact related to geology or traffic, including impacts on local freeways, but rather consists entirely of speculation and opinion unsupported by fact.
 - b. The expert analysis set forth in the Group Delta Fault Activity Report directly refutes speculation in the Appeal that an active fault exists on the project site;

- c. The traffic analysis prepared for the Addendum, the Technical Memorandum, and supported analyses prepared in response to the Appeal provide expert analysis that directly contradicts speculation in the Appeal that the traffic trips from the recently-approved Millennium Hollywood Project would cause a new significant cumulative traffic impact.
- d. The analysis in the 6230 Yucca Street Project Caltrans Freeway Screening, provides expert analysis that directly contradicts speculation the Appeal that traffic from the Current Project would result in significant impacts on area freeways.

As summarized in Addendum and the Technical Memorandum, the changes proposed to the Original Project reduce the intensity of development in many ways and are minor. The changes would not result in any new significant environmental impacts or substantially increase the intensity of the severity of previously identified significant effects. The analysis contained in the Addendum and the Technical Memorandum demonstrates that the Current Project is consistent with the size, scale, and massing of the Original Project and the impact issues previously examined in the EIR would remain unchanged with the proposed minor modifications.