



DEPARTMENT OF CITY PLANNING RECOMMENDATION REPORT



City Planning Commission

Date: February 25, 2016
Time: After 8:30 am
Place: Van Nuys City Hall
Council Chamber, 2nd Floor
14410 Sylvan Street
Van Nuys, CA 91401

Public Hearing: January 15, 2016
Appeal Status: Zone Change is appealable by the Applicant to the City Council if denied. Conditional Use, Site Plan Review, and Zone Variance are appealable to City Council.
Expiration Date: March 15, 2016

Case No.: CPC-2015-3596-ZC-CU-SPR-ZV
CEQA No.: ENV-2015-3597-MND
Council No.: 4 – David Ryu
Plan Area: Van Nuys – North Sherman Oaks
Specific Plan: None
Certified NC: None
GPLU: General Commercial
Zone: (T)(Q)C2-1VL-RIO

Applicant: Mark Hazan, Ramcal Management Inc.
Representative: Brad Rosenheim, Rosenheim & Associates

PROJECT LOCATION: **12828 W. Riverside Drive**, legally described as Portions of Lot 2, Tract 2590

PROPOSED PROJECT: Demolition of an existing surface parking lot and the subsequent construction, use, and maintenance of a new four (4)-story, 49-foot, 10-inch in height hotel with 94 guest rooms, with approximately 46,860 square feet of floor area, on a 20,131 square-foot site (gross lot area). The proposed building will provide a total of 61 automobile parking spaces and 10 bicycle parking spaces. The project will involve the grading and export of approximately 15,194 cubic yards of dirt to accommodate two (2) subterranean levels of parking.


REQUESTED ACTIONS:

1. Pursuant to Section 21082.1(c)(3) of the California Public Resources Code, **Adoption** of a proposed **Mitigated Negative Declaration** (ENV-2015-3597-MND), and corresponding **Mitigation Monitoring Program** (MMP), as the CEQA clearance document for the project;
2. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.32 F, a **Zone Change** from (T)(Q)C2-1VL-RIO to RAS4-1VL-RIO;
3. Pursuant to LAMC Section 12.24 W.24, a **Conditional Use Permit** to allow a hotel use within the RAS4 Zone;
4. Pursuant to LAMC Section 16.05, a **Site Plan Review** approval for a development project which will result in an increase of 50 or more guest rooms; and
5. Pursuant to LAMC Section 12.27, a **Zone Variance** from Section 12.21 C.6 to allow the loading space required for the proposed hotel building to be provided on a lot adjoining the project site instead of on the same lot as the project site.

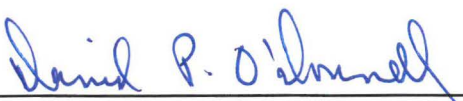
**RECOMMENDED
ACTIONS:**

1. **Recommend** that the City Council **Adopt** the Mitigated Negative Declaration (ENV-2015-3597-MND) and the Mitigation Monitoring Program (MMP) as adequate environmental clearance;
2. **Disapprove** the Zone Change request as filed;
3. **Approve** and **Recommend** that the City Council adopt a **Zone Change** from R3-1VL to (T)(Q)RAS4-1VL-RIO, subject to the attached (T) and (Q) Conditions of Approval;
4. **Approve** a **Conditional Use** to allow a hotel use within the RAS4 Zone;
5. **Approve** a **Site Plan Review** for a development which will result in an increase of 50 or more guest rooms;
6. **Approve** a **Zone Variance** from Section 12.21 C.6 to allow the loading space required for the proposed hotel building to be provided on a lot adjoining the project site instead of on the same lot as the project site;
7. **Adopt** the attached Findings. and
8. **Advise** the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring.

VINCENT P. BERTONI
Director of Planning


Shana Bonstin, Principal City Planner


Aleta James, Senior City Planner


Daniel P. O'Donnell, City Planner


Courtney Shum, Planning Assistant

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PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project site is located on the south side of Riverside Drive east of Coldwater Canyon Avenue in the Van Nuys – North Sherman Oaks Community Plan area (see Exhibits A-1 and A-2). The proposed project involves the demolition of an existing surface parking lot and the subsequent construction, use, and maintenance of a 94-guest room, boutique hotel, comprised of four (4) stories over two (2) levels of subterranean parking, with a maximum height of 49 feet, 10 inches, located on two (2) lots totaling approximately 20,131 gross square feet in area. The proposed building will provide a total of 61 automobile parking spaces and 10 bicycle parking spaces, in compliance with LAMC-required parking standards.

In order to construct the project, the applicant is requesting the following entitlements: (1) A Zone Change from (T)(Q)C2-1VL-RIO to RAS4-1VL-RIO in conformance with the General Commercial land use designation of the Van Nuys – North Sherman Oaks Community Plan; (2) A Conditional Use Permit to allow a hotel use within the RAS4 Zone; (3) Site Plan Review for a development project consisting of 50 or more guest rooms; and (4) A Zone Variance to allow the loading space required for the proposed hotel building to be provided on a lot adjoining the project site instead of on the same lot as the project site.

General Plan Land Use

The Community Plan designates the site for General Commercial land uses, with corresponding zones of C1.5, C2, C4, RAS3, and RAS4. The proposed zone change to the RAS4 zone is consistent with the project site's General Plan land use designation of General Commercial.

Zoning, FAR, and Density

The subject property is comprised of two (2) contiguous lots (one of the lots is a triangular sliver lot adjacent to the southeast corner of the main lot, on which no construction is proposed, but the area of this lot (320 square feet) is used for density calculation purposes), with the zoning shown as (T)(Q)C2-1VL-RIO (see Exhibit A-3 - Zoning Map). However, the (T)(Q)C2-1VL zone, adopted in 2003, has expired, and the project site's zoning has reverted to the underlying zone of R3-1VL; therefore, the zone change is from R3-1VL to (T)(Q)RAS4-1VL-RIO. The subject property is not subject to any specific plan nor any other special development regulations. The existing R3-1VL zoning permits a maximum building height of three (3) stories and 45 feet, and a density of 500 square feet of lot area per guest room. A zone change to RAS4 will allow for increased height and density by permitting a maximum 50-foot high building, unlimited stories, a density of 200 square feet of lot area per guest room, and a maximum FAR of 3 to 1. The proposed project will be 49 feet, 10 inches high, four (4) stories tall, and built to an FAR of 2.71 to 1, comprising approximately 46,860 square feet of floor area. Based on the lot size, a total of 101 guest rooms could be constructed on the site. The project proposes a total of 94 guest rooms.

Automobile Parking

Pursuant to Section 12.21 A.4 of the LAMC, the project's proposed 94 guest rooms require a total of 56 automobile parking spaces. However, the applicant has utilized the Bicycle Parking Ordinance (No. 182,386) to reduce the number of parking spaces required to 54. The project is providing the required 54 parking spaces, plus seven (7) additional for the owner's use, for a total of 61 automobile parking spaces. Parking will be accommodated in two subterranean levels.

Zone Variance for Off-Site Loading Space

Pursuant to LAMC Section 12.27, the applicant requests a zone variance from Section 12.21 C.6 of the LAMC to allow the loading space required for the proposed hotel building to be provided on the P-1VL-RIO-zoned lot adjoining the project site to the west instead of on the same lot as the project site. The subject property is improved and utilized as a surface, public parking lot. Vehicular access to the subject property from Riverside Drive is via an access driveway located on the P1-1VL-RIO-zoned property that adjoins the westerly side of the project site, located at 12840 W. Riverside Drive. This access drive currently serves both the subject property and the neighboring property, which is improved with a medical office building, and is under common ownership with the subject property. The off-site loading space for the proposed hotel will be located on this existing, shared driveway lot, and will not interfere with the existing access to the medical office building (see Exhibit B – Plot Plan).

Mitigated Negative Declaration and Mitigation Monitoring Program

A Mitigated Negative Declaration (MND) and associated Mitigation Monitoring Program (MMP) were prepared as Case No. ENV-2015-3597-MND (see Exhibit C – Environmental Clearance). The MND was prepared and circulated for public review on December 10, 2015. The public review period ended on December 30, 2015. The analysis found that the proposed project would result in potentially significant adverse impacts on aesthetics, air quality, biological resources, geology and soils, noise, and public services; however, these potential impacts would be mitigated to a less-than-significant level.

RELATED CASES

The City's Zoning Information Map Access System (ZIMAS) lists the following zoning-related actions on the subject property:

Ordinance Nos. 183144 and 183145: On August 20, 2014, Ordinance No. 183144 and on July 2, 2014, Ordinance No. 183145, in conjunction with Case No. CPC-2007-3036-RIO, became effective establishing the River Improvement Overlay Zone.

Ordinance No. 175726: On December 16, 2003, Ordinance No. 175726, in conjunction with Case No. APCSV-2003-1756-ZC-BL, became effective changing the subject property's Zone from R3-1VL to (T)(Q)C2-1VL. However, the zone change was never effectuated by the fulfillment of (T) and (Q) conditions and expired, reverting the property's zoning back to the underlying R3 zone.

Ordinance No. 175727: On December 16, 2003, Ordinance No. 175726, in conjunction with Case No. APCSV-2003-1756-ZC-BL, became effective repealing the provisions establishing the building line at 12828 Riverside Drive.

Ordinance No. 167939: On June 28, 1992, Ordinance No. 167939, in conjunction with Case No. CPC-1986-784-GPC, became effective, changing the height district from 1 to 1VL.

Ordinance No. 151064: On September 15, 1977, Ordinance No. 151064 became effective, in conjunction with Case No. CPC-26605, ordering a zone change of the Subject property from R3-1 to (Q)C1-1 for an office development, and change of the site's building line from 45 feet to 15 feet. The proposed development was not constructed and the zone change expired.

PROJECT SETTING

Site Description

The subject property is a generally level, irregularly-shaped parcel of land totaling 20,131 square feet (0.46 acres), consisting of two lots. The subject property has approximately 165 feet of frontage along Riverside Drive, a designated Avenue I (Secondary Highway), to a maximum depth of 127 feet. The project site is currently improved with a 53-space, surface parking lot accessed from Riverside Drive via a driveway located on the property immediately west of the project site at 12840 W. Riverside Drive, which is under common ownership with the subject property. The surface parking lot is open to the public, and does not provide any of the parking spaces required for the medical office building located at 12840 W. Riverside Drive.

Surrounding Zones and Uses

Surrounding properties are within the PF-1XL, [Q]R3-1, P-1VL-RIO, (Q)C1-1VL-RIO, C1.5-1VL-RIO, and (Q)CR-1VL-RIO Zones, and are characterized by generally level topography and improved streets. The surrounding properties are variously developed with office buildings and multi-family residential buildings.

North: The property adjoining the northerly side of Riverside Drive opposite the subject property is within the [Q]R3-1 Zone and is improved with a 59-unit, 4-story apartment complex.

South: The property adjoining the subject property to the south is within the PF-1XL Zone, and contains the 101 Freeway. The freeway right-of-way contains an approximately 25- to 50-foot wide landscape buffer directly adjoining the subject property's southerly property line. Separating this landscape buffer from the freeway roadway is the freeway's northbound exit ramp from Coldwater Canyon Avenue. The freeway property slopes up from the subject property.

East: The property adjoining the subject property to the east is within the (Q)C1-1VL-RIO Zone and is improved with a two-story office building. The property to the east of the two-story office building is within the (Q)CR-1VL-RIO Zone and is improved with a three-story office building.

West: The property adjoining the subject property to the west is within the P-1VL-RIO and C1.5-1VL-RIO Zones. The P-1VL-RIO-zoned portion of the neighboring property directly adjoins the subject property's westerly property line, and is improved with a parking booth and asphalt paved-driveway. The C1.5-1VL-RIO-zoned portion of the neighboring property is improved with a 5-story medical office building. The parking booth/driveway area provides access to the medical office building's parking area as well as to the subject property, and is under the same ownership as the subject property.

Streets and Circulation

Riverside Drive: The Mobility Plan 2035 designates Riverside Drive an Avenue I (previously Secondary Highway). Riverside Drive is dedicated to a width of 100 feet (50-foot half right-of-way), and is improved with concrete curb, gutter, sidewalk, and parkway.

ISSUES

The following section includes a discussion of issues related to the project. These issues were either identified during the design review process by the City's Urban Design Studio Professional

Volunteer Program, at the public hearing held on January 15, 2016, or in discussions with the applicant. It should be noted that there is no certified neighborhood council for the project area.

Traffic

During the public hearing, a community resident voiced concern about the project's impact on traffic in the surrounding neighborhood, especially at the intersection of Coldwater Canyon Avenue and Riverside Drive. In a letter to the file, another resident requested that the Department of City Planning postpone taking an action on this project until a traffic study is undertaken to understand the local traffic impacts of the proposed hotel. On July 6, 2015, the Department of Transportation completed the traffic assessment for the proposed project based on a traffic study prepared by Linscott, Law & Greenspan, traffic engineers, dated June, 2015. DOT determined that the traffic study, as revised by DOT, adequately describes the project-related traffic impacts of the proposed development. The traffic generated by the proposed project will not significantly impact any of the six (6) studied intersections, including Coldwater Canyon Avenue and Riverside Drive (See Exhibit C – DOT Traffic Assessment Letter).

Design

During the public hearing, issues of design were raised regarding the building's massing and color scheme of white, orange, yellow, and grey. Subsequent to the public hearing, a new rendering was submitted to the file that shows a more muted color palette (see Exhibit B – Rendering), which staff is recommending, and staff has included a design-related condition that requires the revised color scheme be carried across all sides of the building. Additionally, landscaping is required to complement the building design. The RIO designation on the subject property, which is located in the Outer Core of the District and not adjacent to the LA River, requires that the applicant implement a landscape plan that provides 75 percent of new landscaping as native trees, plants and shrubs, or species defined as WatershedWise, or species listed in the Los Angeles County River Master Plan Landscaping Guidelines and Plant Palettes. The project has been conditioned to meet this requirement.

The project was reviewed by the Department of City Planning's Urban Design Studio Professional Volunteer Program (PVP) for an architectural critique. Some participants believed the design could be improved by activating the ground floor with more social spaces other than the pool. Recommendations include providing work spaces or WiFi zones on the ground floor, providing a commercial component to service hotel guests as well as the office workers next door, and pushing the landscaping further out to the street. Concerns were expressed about the lack of sun exposure for the swimming pool, as it faces north. Participants also suggested moving the stairwell so there is not a blank wall on the northeast corner, as it seems to be a missed opportunity to put guest rooms on the corner where the stairwells are currently located.

CONCLUSION

Based on the information submitted, public input, the project's compliance with the City's General Plan and its Elements, and findings for the requested entitlements, the Department of City Planning recommends that the City Planning Commission approve the entitlements required for the proposed project, as conditioned by the (Q) conditions for the zone change. Additional conditions for the conditional use, site plan review and zone variance entitlements are not necessary due to the project's site layout, design and functioning, as incorporated into the project plans, Exhibit B, which are required to be adhered to by (Q) condition No. A.1.

The project will provide hotel guest rooms in a commercially-designated land use area in the Van Nuys – North Sherman Oaks Community Plan area, and will be scaled and massed in a manner

compatible with the surrounding development and neighborhood character. The surrounding area is generally improved with multi-story office buildings and multi-family residential uses. The project, at the proposed floor area, height, scale, design, and layout, will be a compatible addition to the local neighborhood and will provide a distinct contemporary design.

The Zone Change to RAS4 is appropriate given the context of this area, in that it permits a hotel development (with corresponding conditional use approval) that complements the commercial and higher-density residential character of this area. The project furthers several General Plan objectives, including encouraging infill projects and locating new development near public transit, shopping, services and employment. The proposed project meets those criteria and represents the redevelopment of an underutilized site with connections to the San Fernando Valley and greater Los Angeles region.

The project site is located near a 101 Freeway on-ramp, providing convenient access to Los Angeles attractions such as Universal Studios, the Getty Center, and the business centers of Sherman Oaks, Encino, and Universal City. The hotel will provide a service that is beneficial to the tourist industry and businesses in the community, helping to generate new jobs for the local economy. For the reasons stated above, staff has recommended approval of the project as proposed.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

Pursuant to Los Angeles Municipal Code Section 12.32 G, the (T) Tentative Classification shall be removed by the recordation of a final tract map or by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approvals or guarantees provided to the Planning Department for attachment to the subject City Planning case file.

1. Dedication Required:

Riverside Drive (Avenue I) – None.

2. Improvements Required:

Riverside Drive – Remove and replace existing sidewalk to provide a 5-foot concrete sidewalk adjacent to the property in a 10-foot border. Repair all broken, off-grade or bad order concrete curb and gutters. Upgrade all driveways to standards to comply with ADA requirements. Close all unused driveways with full height curb, 2-foot gutter, and sidewalk. Repair or replace other existing public improvements that may get damaged during construction of the proposed project. These improvements should suitably transition to join the existing improvements.

Install tree wells with root barriers, plant street trees, and trim existing tree roots satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information (213) 847-3088.

Notes: Street lighting may be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

Department of Transportation may have additional requirements offsite for dedication and improvements.

3. Roof drainage and surface run-off from the project shall be collected and treated at the site and directed to the streets via drain systems constructed under the sidewalk and through the curb drains or connections to the catch basins.
4. Sewers exist in Riverside Drive. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
5. An investigation by the Bureau of Engineering Valley District Office Sewer Counter may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the Valley District Office of the Bureau of Engineering (818) 374-5088.
6. Submit shoring and lateral support plans to the Bureau of Engineering Valley District Office Excavation Counter for review and approval prior to excavating adjacent to the right-of-way (818) 374-5090.
7. Submit a parking area and driveway plan to the Valley District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

8. **Department of Transportation.** The Department of Transportation (DOT) recommends the following conditions for the project:
- a. For all two-way driveways, a width of $W=30'$, exclusive of side slope shall be provided.
 - b. For all one-way driveways, a width of $W=16'$, exclusive of side slope shall be provided.
 - c. A minimum required reservoir space between the new property line and the first parking stall or gate shall be provided for all driveways.
 - d. Parking stall shall be designed so that a vehicle is not required to back up into or out of any public street or sidewalk.
 - e. Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting detailed site and driveway plans, with a minimum scale of $1"=40'$, to DOT's Valley Development Review Section at 6262 Van Nuys Boulevard, Suite 320, Van Nuys, CA 91401.

Notice: Certificates of Occupancies for the subject property will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.), as required herein, are completed to the satisfaction of the City Engineer.

(Q) QUALIFIED CONDITIONS OF APPROVAL

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification.

A. Entitlement Conditions

1. **Site Plan.** The use and development of the property shall be in substantial conformance with the plans submitted with the application and marked **Exhibit A**, dated **September 16, 2015** and **February 8, 2016**, and attached to the administrative file. Prior to the issuance of building permits, detailed development plans that show compliance with all conditions of approval, including complete landscape and irrigation plans, shall be submitted to the Department of City Planning Department for review. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.
2. **Use.** The property shall comply with the use, restrictions/limitations, and area provisions of the RAS4 Zone, pursuant to LAMC Section 12.11.5, unless modified by herein conditions or subsequent action.
3. **Height.** The building shall be limited to a height of 49 feet, 10 inches. Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view of any abutting properties.
4. **Floor Area Ratio (FAR).** FAR shall not exceed 2.71:1.
5. **Residential Density.** No more than 94 guest rooms shall be constructed on the property.
6. **Driveway.** The site design shall be limited to one ingress and egress driveway along Riverside Drive, via the existing driveway located on the property immediately west of the project site at 12840 W. Riverside Drive, which is under common ownership with the subject property. A Community Driveway affidavit shall be recorded in a manner satisfactory to the Department of Building and Safety prior to issuance of building permits.
7. **Parking.** Vehicle parking shall be provided consistent with LAMC Section 12.21 A.4. Up to ten percent of the required automobile parking may be replaced with bicycle parking. Pursuant to LAMC Section 12.21 A.4 and the ten percent replacement of automobile parking with bicycle parking, the project need not provide more than 54 parking spaces. Twenty percent (20%) of the total number of parking spaces provided shall be wired for compatibility with an Electric Vehicle (EV) Charging System which is listed by a nationally recognized testing laboratory (NRTL).
8. **Bicycle Parking.** Bicycle parking shall be provided pursuant to LAMC Sections 12.21.A.4 and 12.21.A.16. A minimum of 10 bicycle parking spaces shall be provided on site including short-term and long-term spaces for the hotel use.
9. **Landscape Plan.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the Department of City Planning Department. The landscape plan shall be in compliance with the landscape provisions of the RIO District, Section 13.17 of the LAMC. No trash or recycling areas shall be located within a required landscaped setback.

10. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent properties, the public right-of-way, nor from above.
11. **Building Materials.** A note shall be added to the Project Elevations to indicate that the any building materials consisting of metal shall be of a non-reflective material.
12. **Building Color Scheme.** The project color scheme shall be in substantial conformance with the rendering marked Exhibit B, dated February 8, 2016, and attached to the administrative file. The color scheme shall be carried across all sides of the building.
13. **Wall.** The concrete masonry unit (CMU) wall facing the office use located directly east of the project site shall be covered with clinging vines or screened by vegetation capable of spreading over the entire wall.

B. Environmental Conditions (ENV-2015-3597-MND)

14. **Aesthetics (Landscape Plan).** All landscaped areas shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect in accordance with LAMC Sections 12.40 and 12.41. The final landscape plan shall be reviewed and approved by the City of Los Angeles Department of City Planning during the building permit process.
15. **Air Filtration.** An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 12, to the satisfaction of the Department of Building and Safety.
16. **Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas).**
 - a. Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
 - b. If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
 - i. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
 - ii. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
 - iii. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest

shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.

- iv. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

17. Tree Removal (Non-Protected Trees).

- a. Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- b. All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- c. Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division, Bureau of Street Services, Department of Public Works.

18. Geotechnical Report.

- a. Prior to issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil strength loss, estimate of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.
- b. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

19. Increased Noise Levels (Demolition, Grading, and Construction Activities).

- a. Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- b. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- c. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

20. Severe Noise Levels (Residential Fronting on Major or Secondary Highway, or adjacent to a Freeway).

- a. All exterior windows having a line of sight of a Major or Secondary Highway shall be constructed with double-pane glass. All non-window portions of walls having a line of sight of a Major or Secondary Highway shall use exterior wall construction which provides a Sound Transmission Class (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.

- b. The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

21. **Public Services (Fire).** The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.
22. **Public Services (Police – Demolition/Construction Sites).** Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.
23. **Public Services (Police).** The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.
24. **Public Services (Construction Activity Near Schools).**
 - a. The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
 - b. The developer and contractors shall maintain ongoing contact with the administrator of Riverside Drive Elementary School. The administrative offices shall be contacted when demolition, grading and construction activity begins on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

C. Administrative Conditions

24. **Final Plans.** Prior to the issuance of any building permits for the Project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.

25. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
26. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
27. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
28. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the Project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
29. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
30. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
31. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
32. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all of the information contained in these conditions shall be recorded by the property owner in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent owners, heir, or assigns. Further, the agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a Certified Copy bearing the Recorder's number and date must be given to the City Planning Department for attachment to the subject file.
33. **Mitigation Monitoring.** Pursuant to California State Public Resources Code Section 21081.6 and the California Environmental Quality Act, the applicant and any future owners, successors, heirs or assigns shall provide the Planning Department with status reports for assessing and ensuring the efficacy of the mitigation measures (environmental conditions) required herein.
 - a. Within 30 days of the effective date of this land use entitlement and prior to any Planning Department clearance of the conditions of approval contained herein, the applicant shall file a Mitigation Monitoring and Reporting Program (MMRP) in a manner satisfactory to the Planning Department which defines specific reporting and/or

monitoring requirements to be enforced during Project implementation. Each environmental condition shall be identified as to the responsible mitigation monitor(s), the applicable enforcement agency, the applicable monitoring agency and applicable phase of Project implementation as follows:

- i. Pre-construction (prior to issuance of a building permit);
- ii. Construction (prior to certificate of occupancy); and
- iii. Post-construction / maintenance (post-issuance of certificate of occupancy).

In some cases, a specific mitigation measure may require compliance monitoring during more than one phase of Project implementation. Such measures shall be noted within the discussion of the specific mitigation measure in the MMRP.

- b. The applicant shall demonstrate compliance with each mitigation measure in a written report submitted to the Planning Department and the applicable enforcement agency prior to issuance of a building permit or certificate of occupancy, and, as applicable, provide periodic status reports to the Planning Department regarding compliance with post-construction / maintenance conditions.
- c. If the environmental conditions include post-construction / maintenance mitigation measures, the applicant and all future owners, successors, heirs or assigns shall be obligated to disclose these ongoing mitigation monitoring requirements to future buyers of the subject property.
- d. The applicant and any future owners, successors, heirs or assigns shall reimburse the Planning Department for its actual costs, reasonably and necessarily incurred, necessary to accomplish the required review of periodic status reports.

34. Indemnification and Reimbursement of Litigation Costs.

Applicant shall do all of the following:

- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- c. Submit an initial deposit for the City's litigation costs to the City within 10 days notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$25,000. The City's failure to notice or collect the deposit does not relieve

the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (a).

- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions include actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

FINDINGS

A. General Plan Findings

The City of Los Angeles' General Plan consists of the Framework Element, seven required Elements that are mandated by State law including Land Use, Mobility, Housing, Conservation, Noise, Safety, and Open Space, and optional Elements including Air Quality, Service Systems, and Plan for a Healthy Los Angeles. Thirty-five individual community plans comprise the Land Use Element for the City of Los Angeles. This section provides relevant goals, objectives, policies, and programs that are established in the General Plan that form the basis for staff's recommended actions for the proposed project.

1. General Plan Land Use Designation

The subject property is within the Van Nuys – North Sherman Oaks Community Plan, which was last updated and adopted by the City Council on September 9, 1998. The Plan Map designates the subject property for General Commercial land uses with the corresponding zones of C1.5, C2, C4, RAS3, and RAS4. The proposed zone change to RAS4-1VL-RIO is consistent with the land use designation on the plan map and thus is in substantial conformance with the purposes, intent, and provisions of the General Plan as reflected in the adopted Community Plan.

2. General Plan Text

Land Use Element – Van Nuys – North Sherman Oaks Community Plan

The Van Nuys – North Sherman Oaks Community Plan sets forth planning goals, objectives, policies, and programs that pertain to the Van Nuys – North Sherman Oaks Community. The Community Plan is intended to promote an arrangement of land uses, streets and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the people who live and work in the community. The proposed project would be in conformance with the following goal, objectives, and policies of the Van Nuys – North Sherman Oaks Community Plan:

GOAL 2. A STRONG AND COMPETITIVE COMMERCIAL SECTOR WHICH BEST SERVES THE NEEDS OF THE COMMUNITY THROUGH MAXIMUM EFFICIENCY AND ACCESSIBILITY WHILE RESERVING THE HISTORIC COMMERCIAL AND CULTURAL CHARACTER OF THE COMMUNITY.

Objective 2-1. *To conserve and strengthen viable commercial development.*

Policy 2-1.1: *New commercial uses shall be located in existing established commercial areas or existing shopping centers.*

Policy 2-1.3. *Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.*

Objective 2-2: *To enhance the identity of distinctive commercial districts.*

Policy 2-2.1: *New development needs to add to and enhance the existing pedestrian street activity.*

Policy 2-2.2: *Ensure that commercial in-fill projects achieve harmony in design with the best of existing development.*

The proposed RAS4 Zone is identified as a corresponding zone of the existing land use designation. The proposed project will meet the above objectives and policies by providing new hotel guest rooms at an appropriate density and location to meet the plan area's needs, and by implementing the assigned community plan land use designation. The site is located within an area already established with commercial and multi-family developments. The proposed RAS4 zone and new 94-guest room hotel would be compatible with the existing neighborhood land use and character.

The project has also been conditioned to improve the surrounding public right-of-way, which will serve to enhance the roadway, sidewalk, street trees and street lighting along the site, and provide for better connectivity within the neighborhood. Significant traffic impacts are not expected from the project. Therefore, the project is not expected to cause any adverse impacts on livability, services and public facilities, or traffic levels.

Framework Element

The Framework Element of the General Plan was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire city of Los Angeles, including the project site. It also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services.

The subject site is located in a General Commercial Area, as defined by the General Plan Framework Element. General Commercial Areas apply to a diversity of retail sales and services, office, and auto-oriented uses comparable to those currently allowed in the C2 zone, including residential. They are located outside of districts, centers, and mixed-use boulevards and occur at the intersections of major and secondary streets, or as low rise, low-density linear "strip" development along major and secondary streets. The Framework Element includes the following provisions, objectives and policies relevant to the current request:

GOAL 3H. *Lower-intensity highway-oriented and local commercial nodes that accommodate commercial needs outside centers and districts.*

Objective 3.12. *Generally, maintain the uses, density, and character of existing low-intensity commercial districts whose functions serve surrounding neighborhoods and/or are precluded from intensification due to their physical characteristics.*

Policy 3.9.1. *Accommodate the development of uses in areas designated as "General Commercial" in the community plans in accordance with Tables 3-1 and 3-7. The range and densities/intensities of uses permitted in any area shall be identified in the community plans. (P1, P19)*

The above goals, objectives and policies seek to concentrate lower-intensity, highway-oriented, and local commercial nodes that accommodate commercial needs outside centers and districts. As conditioned, the Project will be designed in harmony with the existing neighborhood and minimize impacts on neighboring properties. The applicant proposes a hotel, and as such, the project promotes uses for both daytime and nighttime activities. Furthermore, the proposed four (4)-story building with an FAR of 2.71:1 and 94 guest rooms is consistent with the density and intensity permitted in a General Commercial Area, while

maintaining compatibility with existing office and multi-family residential buildings in the area.

The construction of a new 94-guest room hotel can help sustain economic growth and maintain a viable retail base in the city. The hotel is consistent with ongoing redevelopment efforts in the community, and is located in an area well suited to visitor-serving uses. The Project will also contribute to the Van Nuys-North Sherman Oaks, Encino, and Universal City neighborhoods by providing a use that specifically caters to the business communities in those areas. The project supports revitalization by developing a use that will provide an economic and social benefit to the residential, commercial, and other types of businesses located in the area. The proposed project will generate an additional influx of guests to the area who will likely patronize the various retail and restaurant businesses in the surrounding neighborhood.

Mobility Element

The Mobility Element of the General Plan guides development of a citywide transportation system with emphasis on a multi-modal transportation infrastructure through advanced technology, reduction of vehicle trips, and focused growth in proximity to public transit. In response to the State's Complete Street mandate, the City's Mobility Plan 2035 established new street designations, re-classified each of the City's arterial streets and laid out a "complete street" policy framework. Whereas previous street designations and their corresponding dimensions, approved as part of the City's 1999 Transportation Element, reflected a focus on moving automobiles, the new expanded list of classifications now acknowledges the multi-modal role and objectives of complete streets. The new street standards are intended to reflect the variety of street dimensions that exist in today's actual physical street cross-sections. Revised standards are intended to lead to an overall preservation of existing roadway widths and widening of sidewalk widths.

The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities. Each of the goals contains objectives and policies that guide the City's transportation goals. The proposed project would be in conformance with the following policies:

1.2 Complete Streets - Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.

2.1 Adaptive Reuse of Streets - Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.

2.3 Pedestrian Infrastructure - Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

3.1 Access for All - Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.

The Project advances these policies because it will be located nearby existing Metro local bus line stops at Coldwater Canyon Avenue and Riverside Drive and Magnolia Boulevard and Coldwater Canyon Avenue that provide public transit opportunities and facilities. The development of the hotel would promote ground floor pedestrian activity and circulation and would create direct pedestrian connections between the new Project and the street, in express conformity with the Mobility Element's policies and objectives. The proposed development contributes to the General Plan's goal to increase development within commercial districts while enhancing the accessibility of such uses to public transit.

B. Entitlement Findings

1. **Zone Change Findings.** Pursuant to Section 12.32 C.7. of the Municipal Code, and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.

The proposed project involves the demolition of an existing surface parking lot and the subsequent construction, use, and maintenance of a 94-guest room hotel, comprised of four (4) stories over two (2) levels of subterranean parking, with a maximum height of 49 feet, 10 inches, located on two (2) lots totaling approximately 20,131 gross square feet in area. The proposed building will provide a total of 61 automobile parking spaces and 10 bicycle parking spaces. Vehicular access to the site will be via the existing driveway located on the property immediately west of the project site at 12840 W. Riverside Drive, which is under common ownership with the subject property.

The subject property is comprised of two lots, both zoned R3-1VL-RIO. The Van Nuys – North Sherman Oaks Community Plan General Plan Land Use Map designates the site for General Commercial land uses with corresponding zones of C1.5, C2, C4, RAS3, and RAS4. In order to construct the project, the applicant is requesting a zone change from R3-1VL-RIO to RAS4-1VL-RIO in conformance with the General Commercial land use designation of the Van Nuys – North Sherman Oaks Community Plan.

Public Necessity

The subject property's immediate neighborhood is well-served by multi-family residential projects and commercial/medical offices along Riverside Drive, with single-family neighborhoods situated on the local streets to the north and south of Riverside Drive and the 101 Freeway. However, this area is underserved by guest lodging, with only the Mikado Hotel (58 guest rooms) located in the vicinity of the project site.

In addition to the need for guest rooms to serve those visiting family and friends who live in the local area, the entire City of Los Angeles is experiencing a general shortage of hotel rooms. According to the 2012 Los Angeles City Council Motion adopted under Council File No. 12-0493, "By national standards, a city with an economy the size of Los Angeles's should have 50,000 more hotel rooms."

The project site is centrally located with easy access to many attractions, including Universal Studios, the Getty Center, the Rose Bowl, the beaches of Santa Monica and Malibu, and Six Flags Magic Mountain. The project site is also within easy reach of Bob Hope Airport (Burbank) as well as the business centers of Sherman Oaks, Encino, and Universal City. The proposed project is beneficial in terms of public necessity in that there is a compelling need Citywide for more hotel rooms, and specifically, a great demand for reasonably priced lodging, with suitable amenities, as an alternative to the existing, high-end, larger-scale hotels located to the southeast of the project site, in Universal City.

Convenience

The proposed project is beneficial in terms of convenience, in that the proposed hotel is strategically located to help fulfill the lodging needs of the local community, including business travelers, family travelers, and leisure travelers.

The project site's immediate neighborhood contains many existing multi-family residential dwellings, with numerous single-family dwellings situated on the surrounding local streets. The project site is located nearby to the Coldwater Canyon Avenue exit and entrance

ramps of the 101 Freeway, and within easy reach of Bob Hope Airport (Burbank), as well as the business centers of Sherman Oaks, Encino, and Universal City.

In terms of public transit, the project site is located approximately 400 feet from the Metro Local Bus Line 1554, which connects to the Metro Rapid Bus Line 750, which in turn connects with the Metro Rail Red Line station at Universal City. The project site is also located approximately 500 feet from the Metro Local Bus Line 1675, which connects to Chatsworth Station, which in turn connects to the Ventura County Metro Line and Amtrak.

General Welfare

The proposed project will promote general welfare of the community by the following:

- Increase employment opportunities in the area by creating approximately 20 jobs;
- Enhance the area's sense of presence by providing overnight accommodations near substantial public transit opportunities and access to and from other destinations within the City; and
- Revitalize an underutilized site by developing a new hotel.

Good Zoning Practice

The proposed project is beneficial in terms of good zoning practice in that the project is consistent with the Purpose Statement of the RAS4 Zone as contained in LAMC Section 12.11.5:

“The purpose of this zone is to provide a mechanism to increase housing opportunities, enhance neighborhoods, and revitalize older commercial corridors. The RAS4 Zone is intended to provide a tool to accommodate projected population growth in mixed use and residential projects that is compatible with existing residential neighborhoods.”

The requested RAS4 Zone corresponds to the project site's land use designation of General Commercial, and is therefore consistent with the land use pattern envisioned by the City as expressed in the adopted Van Nuys-North Sherman Oaks Community Plan. It should be noted that hotel use is permitted within the RAS4 Zone subject to Conditional Use approval. The Conditional Use process ensures that the proposed project will adhere to good zoning practice, including, “that the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.” (See Conditional Use Findings)

Hotel use is a unique commercial use in that it has elements of multi-family residential use, i.e., a building containing a number of guest units, each providing sleeping quarters. The proposed use is therefore compatible with multi-family residential uses existing across from the subject property on the northerly side of Riverside Drive. Additionally, as medical and general office uses are generally occupied only during daytime hours, and hotel use is generally most fully occupied during evening hours, the proposed use will generally not impinge upon the office uses adjoining the subject property to the east and west.

The project site is well-situated in terms of good zoning practice in that it abuts the Public Facilities Zone to its south, which is occupied by the 101 Freeway. This location affords the project site close, easy access to and from the 101 Freeway's entrance and exit ramps located at Coldwater Canyon Avenue, and this location is visible from the freeway, making the proposed hotel easier to locate for those travelers unfamiliar with the area. The majority of the proposed hotel's guest rooms are oriented away from the freeway, as are the outdoor pool and patio area.

For the reasons stated above, the zone change request is beneficial in terms of the public necessity, convenience, general welfare and good zoning practice.

2. **Conditional Use Findings – Hotel Use.** Pursuant to L.A.M.C. Section 12.24 W.24(c), a **Conditional Use** to permit a hotel use in the RAS4 Zone when located within 500 feet of an R zone.

The applicant is requesting a Conditional Use to permit hotel use in the RAS4 zone. The RAS4 zone permits any use permitted in the R4 Zone, and hotels are permitted in the R4 zone by right if they are expressly permitted under any of the following conditions set forth in Section 12.11.A.4 of the LAMC: (1) when expressly provided for in an adopted specific plan; (2) when located on a lot fronting on a major or secondary highway, provided such lot does not abut a single-family residential zone, provided, further that 25 percent or more of the area of such lot is also classified in a commercial zone; or (3) the project consists of not more than one addition to an existing hotel, motel or apartment hotel on a single site, the total of which shall not exceed one-third of the existing number of guest rooms or suites of rooms. Otherwise, a Conditional Use permit is required. The project does not meet any of these conditions, and therefore, a Conditional Use permit is required.

- a. *The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city or region.*

The subject property's immediate neighborhood is well-served by multi-family residential projects and commercial/medical offices along Riverside Drive, with single-family neighborhoods situated on the local streets to the north and south of Riverside Drive and the 101 Freeway; however, this area is under served by guest lodging, with only the Mikado Hotel (58 guest rooms) located in the vicinity of the project site.

In addition to the need for guest rooms to serve those visiting family and friends who live in the local area, the entire City of Los Angeles is experiencing a general shortage of hotel rooms. According to the 2012 Los Angeles City Council Motion adopted under Council File No. 12-0493, "By national standards, a city with an economy the size of Los Angeles's should have 50,000 more hotel rooms."

The project site is centrally located with easy access to many attractions, including Universal Studios, the Getty Center, the Rose Bowl, the beaches of Santa Monica and Malibu, and Six Flags Magic Mountain. The project site is also within easy reach of Bob Hope Airport (Burbank) as well as the business centers of Sherman Oaks, Encino, and Universal City. The proposed hotel provides a service that is essential to the City, and beneficial to the community, in that there is a compelling need Citywide for more hotel rooms, and specifically, a great demand for reasonably priced lodging, with suitable amenities, as an alternative to the existing, high-end, larger-scale hotels located to the southeast of the project site in Universal City.

With respect to enhancing the built environment, the proposed project replaces a surface parking lot with a 94-room, four-story hotel, having a maximum height of 49 feet, 10 inches. The proposed height, consistent with the RAS4-1VL Zone, forms a natural transition between the 5-story office building to the west of the project site, and the two- and three-story buildings located to the east of the project site.

- b. The project's location, size, height, operation, and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.*

The location of the project is compatible with adjacent properties and the surrounding neighborhood because the project is in a center of various interrelated commercial, office and cultural activities. The proposed project is in proper relation to the office uses and freeway right-of-way that adjoin the project site, as well as the multi-family residential uses on the northerly side of Riverside Drive. The proposed project is strategically located to help fulfill the lodging needs of the local community, including business travelers, family travelers, and leisure travelers. The project site is located proximate to the Coldwater Canyon exist of the 101 Freeway, and is within close reach of Bob Hope Airport (Burbank), as well as the business centers of Sherman Oaks, Encino, and Universal City. The project will not be detrimental to the public health, welfare and safety because the location of the project is appropriate for 24-hour operations, and will help enhance security in an area undergoing revitalization. The project is compatible with development in the surrounding neighborhood and will promote continued revitalization of the area.

- c. The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable Community Plan, and any applicable Specific Plan.*

The subject site is located in a General Commercial Area, as defined by the General Plan Framework Element. General Commercial Areas apply to a diversity of retail sales and services, office, and auto-oriented uses comparable to those currently allowed in the C2 zone, including residential. They are located outside of districts, centers, and mixed-use boulevards and occur at the intersections of major and secondary streets, or as low rise, low-density linear "strip" development along major and secondary streets. The site fronts Riverside Drive, a designated Avenue I, and is located approximately 300 feet east of Coldwater Canyon Avenue, a designated Avenue II.

The proposed hotel is located within the General Commercial land use designation, and the building height and arrangement is consistent with the surrounding development as defined for General Commercial Areas in the General Plan Framework Element. The proposed use is in accordance with the Van Nuys – North Sherman Oaks Community Plan goal to establish a strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while reserving the historic commercial and cultural character of the community. The proposed hotel use will provide a service that is beneficial to the tourist industry and businesses in the community. Furthermore, the project site is located near a 101 Freeway on-ramp and several Metro local bus stops, facilitating convenient access to and from other destinations of the City. Given the nature of the surrounding development, which includes primarily multi-story office and multi-family residential uses, the project site and proposed use are consistent with the General Plan Framework Element, Mobility Element, and Van Nuys – North Sherman Oaks Community Plan.

- 3. Zone Variance Findings.** Pursuant to Section 12.27 of the Municipal Code, the applicant is requesting a Zone Variance from Section 12.21 C.6 to allow the loading space required for the proposed hotel building to be provided on a lot adjoining the project site instead of on the same lot as the project site.

- a. *That the strict application of the zone code would result in practical difficulties or unnecessary hardships inconsistent with the general purposes and intent of the zoning regulations.*

The subject property is improved and utilized as a surface, public parking lot. Vehicular access to the subject property from Riverside Drive is via an access driveway located on the property that adjoins the westerly side of the project site, located at 12840 W. Riverside Drive. This access drive currently serves, and has served for some years, both the subject property and the neighboring property, which is improved with a medical office building, and is under common ownership with the subject property. A safe and efficient traffic pattern of vehicular ingress and egress for both the medical office building and the subject property, utilizing one curb cut, has been well established.

The proposed hotel has been designed such that the well-established and successful pattern of vehicular ingress and egress be maintained, creating a landscaped motor court that defines the space between the proposed hotel and the existing medical office building, serving both sites, and creating a visual synergy between the two sites. This arrangement also aids in minimizing the number of curb cuts located on Riverside Drive, aiding the flow of traffic, maintaining on-street parking spaces, and enhancing the pedestrian environment.

The entrance and lobby area of the proposed hotel have been situated to serve both pedestrians accessing the site from the Riverside Drive sidewalk, and also to be close to the site's motor court. Having the loading space located in the motor court, which happens to extend beyond the hotel site's property line but where there is already efficient vehicular access to and from the project site, and which is in close proximity to the hotel's lobby/registration area, is efficient in form and function.

Locating the loading space on-site would require it to be situated in a spot removed from the already established main vehicular circulation area, requiring a design that would require more paving than already exists. Accommodating the loading space on the same lot as the hotel would needlessly diminish the number of proposed guest rooms at a time when the City is in need of such.

The primary purpose and intent of zoning regulations in the instant case is to ensure that the proposed hotel has an effective loading space. As described above, the strict requirement of providing the loading space on the same lot as the proposed hotel building would result in practical difficulties and unnecessary hardships, while locating the loading space in the already established shared vehicular access area under common ownership with and immediately adjoining the project site would allow a better design that is consistent with the general purpose and intent of the zoning regulations.

- b. *There are special circumstances applicable to the subject property such as size, shape, topography, location or surroundings that do not apply generally to other property in the same zone and vicinity.*

The subject property is improved and utilized as a surface, public parking lot. Vehicular access to the subject property from Riverside Drive is via an access driveway located on the property that adjoins the westerly side of the project site, located at 12840 W. Riverside Drive. This access drive currently serves both the subject property and the neighboring property, which is improved with a medical office building, and is under common ownership with the subject property. A safe and efficient traffic pattern of

vehicular ingress and egress for both the medical office building and the subject property, utilizing one curb cut, has been well established.

The location of the subject property adjacent to a developed parcel under common ownership with the subject property, with a well-established pattern of shared vehicular access to and from the public right of way via a driveway on the adjoining parcel is a special circumstance that does not apply generally to other property in the same zone and vicinity.

- c. *The variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity but which, because of such special circumstances and practical difficulties or unnecessary hardships is denied to the property in question.*

The request variance involves a special circumstance, in that the subject property is under common ownership with the developed parcel to the west, on which the requested new hotel development is proposing to locate its loading space. Within the vicinity of the project site, there is a well-established pattern of shared vehicular driveway access between adjoining parcels.

A similar situation occurs with an existing hotel use occupying the property located at 12933 W. Ventura Boulevard. The hotel comprises two separate buildings, and the buildings are located on separate lots, the easterly building on Lots 5-8 (inclusive) of Tract 6376, and the westerly building on Lots 9 and 10 of Tract 6376 (within the C1.5-1VL-RIO Zone). The loading area appears to be located adjoining the central access drive on the parcel that includes Lots 5-8; the building on Lots 9 and 10 appears not to have its own loading area, and is apparently served by the loading area located on Lots 5-8. The loading area appears to be centrally located and able to serve both buildings; however, it is not located on the same lot as one of the buildings that it serves.

A similar situation also occurs with an existing hotel use occupying the property located at 12963 W. Ventura Boulevard. The hotel comprises two separate buildings, and the buildings are located on separate lots, the easterly building on Lot 12 (Arb 1) of Tract 6376, and the westerly building on Lot 13 of Tract 6376 (within the C2-1VL-RIO Zone). The loading area appears to be located adjoining the central access drive on Lot 13; the building on Lot 12 (Arb 1) appears not to have its own loading area, and is apparently served by the loading area located on Lots 13. The loading area appears to be centrally located and able to serve both buildings; however, it is not located on the same lot as one of the buildings that it serves.

A similar situation also occurs with an existing hotel use occupying the property located at 19454 W. Ventura Boulevard. This hotel is located on a lot legally described as a portion of Lot 31 (Arb 2) of Tract 2605 (within the C2-1VLD Zone). There is limited vehicular parking on-site, with no loading space. This lot adjoins a separate lot, legally described as Parcel A of Parcel Map 3261 (within the RA-1 Zone), which is improved with a surface parking lot, with vehicular and pedestrian access from the hotel lot. The two lots are under common ownership. As there is no loading space on the lot improved with the hotel building, but there is ample space for loading on the parcel improved with the surface parking lot, and there is vehicular and pedestrian access from the hotel lot to the parcel with parking, it may be inferred that any loading required for the hotel use is accomplished on the surface parking area which adjoins the lot improved with the hotel.

In addition to the specific examples described above, there are likely numerous situations in the City where an actual or de facto loading space is used by a neighboring property that is located on a separate lot. For example, the properties located in the 17001 block of W. Ventura Boulevard are commercially zoned and adjoin a public alley. This configuration requires a loading space to be located on the same lot as the building that it serves, per LAMC Section 12.21 C.6.(a). Notwithstanding, a number of properties located in this block are improved with buildings that do allow ample room on their lots for loading spaces adjacent to the adjoining public alleyway; however, there is ample room for loading spaces on separate lots that adjoin the northerly side of the adjoining public alleyway.

It should be noted that in the examples listed above, each loading space appears functional and able to serve the building for which it is intended; however, as in this project application, the loading space is not located on the same lot as the building that it serves, which is technically not permissible. As such, the variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity but which, because of such special circumstances and practical difficulties or unnecessary hardships is denied to the property in question.

- d. *The granting of the variance would not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located.*

The proposed hotel has been designed such that the well-established and successful pattern of vehicular ingress and egress be maintained, creating a landscaped motor court that defines the space between the proposed hotel and the existing medical office building, serving both sites, and creating a visual synergy between the two sites. This arrangement also aids in minimizing the number of curb cuts located on Riverside Drive, both aiding the flow of traffic and maintaining on-street parking spaces.

The entrance and lobby area of the proposed hotel have been situated to serve both pedestrians accessing the site from the Riverside Drive sidewalk, and also to be close to the site's motor court. Having the loading space located in the motor court, where there is already efficient vehicular access to and from the project site, and in close proximity to the hotel's lobby/registration area, is ideal in form and function.

As the proposed plan provides a functional and effective loading space, and maintains and enhances the well-established and successful pattern of vehicular ingress and egress, the granting of the variance would not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located.

- e. *The granting of the variance would not adversely affect any element of the General Plan.*

The various elements of the General Plan seek to ensure public safety and well-being, and strive to promote compatibility of use and design throughout the City of Los Angeles. The City's Community Plans are intended to address all the Elements of the General Plan and are internally consistent with the Citywide Elements of the General Plan.

The subject property is located within the adopted Van Nuys-North Sherman Oaks Community Plan (the “Community Plan”) area, and is designated for General Commercial land uses corresponding to the C1.5, C2, C4, RAS3, and RAS4 Zones. The granting of the requested variance to allow the required hotel loading space to be located on the lot adjoining the subject property would allow the development of the proposed 94-guest room hotel as designed, thereby furthering several of the following relevant Purposes, Goals, Objectives, and Policies of the Community Plan.

Goal 2 of the Community Plan's Land Use Policies and Programs for commercial development is, “A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while reserving the historic Commercial and cultural character of the community.”

Consistent with Goal 2, the proposed project promotes a “strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility” by helping address the compelling need Citywide for more hotel rooms, and specifically, a great demand for reasonably-priced lodging, with suitable amenities, as an alternative to the existing, high-end, larger-scale hotels located to the southeast of the project site, in Universal City.

In support of Goal 2 is Objective 2-1, which is, “To conserve and strengthen viable commercial development.” This Objective in turn is supported by Policy 2-1.1, which states, “New commercial uses shall be located in existing established commercial areas or existing shopping centers.”

Consistent with Objective 2-1, the portion of Riverside Drive on which the subject – property is located is designated predominantly for General Commercial land uses corresponding to the C1.5, C2, C4, RAS3, and RAS4 Zones. Additionally, the proximity of the project site to the Ventura Freeway, and specifically to the freeway's Coldwater Canyon Avenue on and off ramps, is both typical and desirable for a hotel in terms of public convenience.

Policy 2-1.2 requires that, “...projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.” Consistent with Policy 2-1.2, the proposed design is a thoughtful treatment that reaches back to California's iconic motor hotels of the 1950's and 60's for inspiration, but looks forward with an efficient layout that creates a stylish ambience for hotel guests, and provides an attractive design with visual interest to the neighborhood on a pedestrian scale, as well as to those driving by.

Also consistent with Policy 2-1.2, the proposed project upgrades the parking access drive located on the property immediately west of the project site. This access drive currently serves both the subject property and the neighboring medical office building (located at 12840 W. Riverside Drive), which is under common ownership with the subject property. The proposed plans create a landscaped motor court that defines the space between the proposed hotel and the existing medical office building, serving both sites, and creating a visual synergy between the two sites. This arrangement maintains the existing vehicular access pattern whereby a shared driveway serves both the project site and the neighboring medical office building.

The proposed loading space, and the driveway/motor court of which it is an integral part, is consistent with the Community Plan's Commercial Site Planning Policy No. 2,

which calls for, “Minimizing the number of driveways providing access from major or secondary highways.”

Similarly, the proposed loading space and the driveway/motor court are consistent with Policy 14-2.2, from the Community Plan’s “Freeways, Highways and Streets” section, which states, “Driveway access points onto major and secondary highways should be restricted or limited in number and located to ensure the smooth and safe flow of vehicles and bicycles.” Allowing the proposed loading space to be located in the shared motor court, assures the minimum number of driveway access points onto Riverside Drive, a Mobility Plan 2035-designated Avenue I and former Major Highway Class II under the previous Transportation Element.

With respect to the Community Plan’s Urban Design Guidelines, the intent of these guidelines, as stated on page V-1 of the Community Plan, “...*is to promote a stable and pleasant environment.*” As detailed in the Site Plan Review findings of this staff report, the proposed project is consistent with the intent of the Community Plan’s relevant Urban Design Guidelines.

In light of the proposed project’s consistency with the Community Plan, and therefore the elements of the General Plan, and the integral nature of the proposed loading space’s location to the overall project and the project site, the granting of the variance would not adversely affect any element of the General Plan.

4. Site Plan Review Findings. Pursuant to Section 16.05 of the Municipal Code, the applicant is requesting a Site Plan Review for a project that results in an increase of 50 or more guest rooms.

- a. *The Project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.*

The subject property is located within the Van Nuys-North Sherman Oaks Community Plan (the “Community Plan”) area. As described below, the proposed project is consistent with the relevant goals, objectives, policies, and programs of the Community Plan.

Goal 2 of the Community Plan’s Land Use Policies and Programs for commercial development is, “A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while reserving the historic Commercial and cultural character of the community.”

Consistent with Goal 2, the proposed project promotes a “strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility” by helping address the compelling need Citywide for more hotel rooms, and specifically, a great demand for reasonably priced lodging, with suitable amenities, as an alternative to the existing, high-end, larger-scale hotels located to the southeast of the project site, in Universal City.

In support of Goal 2 is Objective 2-1, which is, “To conserve and strengthen viable commercial development.” This Objective in turn is supported by Policy 2-1.1, which states, “New commercial uses shall be located in existing established commercial areas or existing shopping centers.”

Consistent with Objective 2-1, the portion of Riverside Drive on which the subject property is located, is designated predominantly for General Commercial land uses corresponding to the C1.5, C2, C4, RAS3, and RAS4 Zones. Additionally, the proximity of the project site to the Ventura Freeway, and specifically to the freeway's Coldwater Canyon Avenue on and off ramps, is both typical and desirable for a hotel in terms of public convenience.

Policy 2-1.2 requires that, "...projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development." Consistent with Policy 2-1.2, the proposed design is a thoughtful treatment that reaches back to California's iconic motor hotels of the 1950's and 60's for inspiration, but looks forward with an efficient layout that creates a stylish ambience for hotel guests, and provides an attractive design with visual interest to the neighborhood on a pedestrian scale, as well as to those driving by.

Also consistent with Policy 2-1.2, the proposed project upgrades the parking access drive located on the property immediately west of the project site. This access drive currently serves both the subject property and the neighboring medical office building (located at 12840 W. Riverside Drive), which is under common ownership with the subject property. The proposed plans create a landscaped motor court that defines the space between the proposed hotel and the existing medical office building, serving both sites, and creating a visual synergy between the two sites. This arrangement maintains the existing vehicular access pattern whereby a shared driveway serves both the project site and the neighboring medical office building.

The proposed driveway design is also consistent with the Community Plan's "Freeways, Highways and Streets" Policy 14-2.2, which states that, "Driveway access points onto major and secondary highways, should be restricted or limited in number and located to ensure the smooth and safe flow of vehicles and bicycles."

The proposed hotel is consistent with many of the Community Plan's relevant Urban Design Guidelines. With respect to site planning, the Community Plan, beginning on page V-1, lists a number of guidelines related to having commercial structures oriented toward the main commercial street on which they are located, and avoiding pedestrian/vehicular conflicts. Relevant guidelines include the following:

- *Locating surface parking in the rear of structures.*
The proposed project provides parking on two subterranean levels.
- *Minimizing the number of driveways providing access from major or secondary highways.*
The proposed project utilizes a community driveway shared with the office building located immediately to the west of the project site. The existing curb cut located near the project site's northeasterly corner will be closed.
- *Maximizing retail and commercial service uses along street level frontages of commercial developments.*
The portion of Riverside Drive on which the project site is located is not a retail destination; the northerly side of Riverside Drive is predominantly developed with multi-family residential buildings, and the southerly side of Riverside Drive is predominantly developed with medical office and office buildings. The proposed hotel project does not have a retail component, which is consistent in the context of the uses that occupy the properties located on Riverside Drive between

Coldwater Canyon and Whitsett Avenues.

The proposed hotel building's layout visually activates the Riverside Drive street frontage by locating the hotel's primary leisure activity area, the pool and patio deck, along the project site's Riverside Drive frontage, with views both to and from the pedestrian right of way. The project further reaches out to the street by extending a covered pedestrian walkway from the hotel's lobby to an architectural portico located adjacent to the Riverside Drive sidewalk, with a landscaped gathering area.

- *Providing front pedestrian entrances for businesses fronting on main commercial streets.*
The project reaches out to the street by extending a covered pedestrian walkway from the hotel's lobby to an architectural portico located adjacent to the Riverside Drive sidewalk, with a landscaped gathering area.
- *Providing through arcades from the front of the building to rear parking for projects within wide frontages.*
The proposed project does not have rear parking, but rather provides parking on two subterranean levels.
- *Providing landscaping strips between driveways and walkways which access the rear of the properties.*
The proposed project does not have rear parking, but rather provides parking on two subterranean levels.
- *Requiring site plans which include ancillary structures, services areas, pedestrian walkways, loading areas, drop off and landscaping areas.*
The site plan shows services areas, pedestrian walkways, loading areas, drop off and landscaping areas.
- *Providing, where feasible, the undergrounding of new utility services.*
Utility poles are located along the project site's rear property line. New utilities will be undergrounded as required by City regulations.

With regard to "Height and Building Design" the Community Plan, on page V-2, states the following:

"The mass, proportion and scale of all new buildings and remodels shall be at a pedestrian scale. The design of all proposed projects shall be articulated to provide variation and visual interest, and enhance the streetscape by providing continuity and avoiding opportunities for graffiti.

Building materials shall be employed to provide relief to untreated portions of exterior building facades. The purpose of these provisions is to ensure that a project does not result in large sterile expanses of building walls, is designed in harmony with the surrounding neighborhood, and creates a stable environment with a pleasant and desirable character."

The proposed 94-room hotel is four stories, with a maximum height of 49 feet, 10 inches. The proposed height, consistent with the RAS4-1VL Zone, height forms a natural transition between the five (5)-story office building to the west of the project site, and the two (2)- and three (3)-story buildings located to the east of the project

site.

The proposed hotel's massing is in an "L" shape, with the long arm of the "L" extending along the Subject Property's southerly property line, and the short arm of the "L" extending along the Subject Property's easterly property line. Rather than pulling all of the building mass away from the street, or pushing it all to the street, this configuration defines the street edge, with pedestrian access and ADA ramp, and also encloses the outdoor courtyard and pool deck, creating an urban forecourt that is visible from the street.

The proposed hotel building's layout visually activates the Riverside Drive street frontage by locating the hotel's primary activity area, the pool and patio deck, along the project site's Riverside Drive frontage, with views both to and from the pedestrian right of way. A landscaped strip and planter lines the sidewalk where the short arm of the hotel's "L" shape meets the street, and continues along the property's frontage between the sidewalk and the fence along the hotel's pool/deck area.

The proposed design further reaches out to the street by locating the hotel lobby, with a high level of transparency, close to the public sidewalk. The sense of the lobby's activity is further extended to the public right of way by an architectural portico located adjacent to the Riverside Drive sidewalk that serves as a landing area for pedestrians entering or exiting the hotel.

Exterior walls containing stairway shafts are finished with a dark-hued plaster on one façade, with vertical, metal louvers on the alternate elevation, which provide light and air to the stairway. Exterior walls along the long wall of guest rooms containing no windows are clad with metal panels that create a varied depth and rhythm. Floor bands are affixed to the exterior façade demarcating each floor level, and exterior property barriers/walls are finished with a dark-hued plaster. Additionally, vertical light accents are used on the portion of the building's façade closest to Riverside Drive, stimulating visual interest, and creating an ambient glow, along the Riverside Drive right of way.

The alternating materials, depths, colors, and angles used on the façades with guest-room windows establish identity and visual interest, while the secondary wall-surfaces are finished in a more subdued blue/gray for an accent that creates visual depth.

The pool/patio deck area is located in the proposed hotel's forecourt, with the main portions of the hotel to the east and south of the pool/deck area, and the hotel lobby to the west. Planters and a front wall, which incorporates an ADA ramp, separate the pool/patio deck from Riverside Drive. The upper portion of the wall is glass, allowing views both to and from the pool/patio deck area. This arrangement allows the pool/deck area to interact with the street, creating a sense of activity and visual interest for pedestrians.

Additionally, with the exception of the proposed hotel's front stairs and ADA ramp, landscaped planters, to a minimum depth of 5 feet, line the proposed hotel's Riverside Drive frontage.

As described above, the proposed building's "L"-shaped design, urban forecourt, pedestrian access and views to and from the sidewalk, and landscape buffering the project's Riverside Drive frontage, are on a pedestrian scale. The proposed hotel's varied textures and rhythm on all façades provides variation and visual interest, and the varied surfaces and landscape buffers help avoid opportunities for graffiti.

Additionally, the varied façade treatments are used on all façades, precluding large sterile expanses of building walls.

These architectural amenities, along with the natural transition in height between the 5-story office building to the west of the project site, and the two- and three-story buildings located to the east of the project site, ensure a project that is designed in harmony with the surrounding neighborhood, creating a stable environment with a pleasant and desirable character.

As detailed above, the proposed project is in substantial conformance with the purposes, intent and provisions of the General Plan and the Community Plan. The project is not located within a specific plan area.

- b. The Project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that is or will be compatible with existing and future development on adjacent properties and neighboring properties.*

The subject property is located on the southerly side of Riverside Drive, approximately 300 feet to the east of Coldwater Canyon Avenue. The proposed project is a four (4)-story hotel with 94 guest rooms and a maximum building height of 49 feet, 10 inches.

Properties surrounding the project site are generally developed with medical and general office buildings located along the southerly side of Riverside Drive, and multi-family residential buildings located along the northerly side of Riverside Drive.

The property adjoining the subject property to the west is under common ownership with the subject property, and is improved with a five (5)-story medical office building. The land between the medical office building and the project site is currently improved with an asphalt-paved driveway that serves both the medical office building and the project site. The proposed plans are designed for the medical office building's driveway to continue to serve both sites as a landscaped motor court that functions as an attractive, coordinated point of vehicular access, whose purpose is clearly discernable to passing motorists.

The property adjoining the subject property to the east is improved with a repurposed two (2)-story office building, originally built in 1958. A two (2)-story accessory building located at the rear of this neighboring property is set back approximately seven (7) feet from the two (2) sites' common property line, with the main bulk of the neighboring office building set back approximately 30 feet from the common property line, with a relatively small portion of the front of the main building set back approximately 20 feet at the ground floor and approximately 11 feet at the second story. The proposed project maintains a five (5)-foot setback along the common property line, which is consistent with the requirements of the RAS4 Zone. Additionally, the easterly side of the proposed hotel contains only guest rooms, with no balconies.

The property adjoining the northerly side of Riverside Drive opposite the subject property is improved with a 59-unit, four (4)-story, apartment complex built in 1987. The apartment building's Riverside Drive front façade is approximately 120 feet from the subject property's northerly property line. The proposed project is in similar scale to the building on this neighboring property, as well as to the other multi-family buildings located along the northerly side of Riverside Drive.

Adjoining the subject property to the south is the Ventura Freeway (Highway 101). The freeway right-of-way contains an approximately 25- to 50-foot wide landscape buffer directly adjoining the subject property's southerly property line. Separating this landscape buffer from the freeway roadway is the freeway's westbound exit ramp to Coldwater Canyon Avenue. The freeway right of way is up-sloped from the subject property with the westbound exit ramp situated at a variable elevation approximately between the proposed hotel's second and third finished floors, at a variable distance of approximately 40 to 50 feet from the Subject Property; the main freeway travel lanes are situated at a variable elevation approximately between the proposed hotel's third and fourth finished floors, at a variable distance of approximately 90 to 100 feet from the Subject Property.

The proposed hotel's guest rooms are distributed in an "L" configuration, with the long arm of the "L" extending along the subject property's southerly property line, and the short arm of the "L" extending along the subject property's easterly property line. Rather than pulling all of the building mass away from the street, or pushing it all to the street, this configuration defines the street edge, with pedestrian access and ADA ramp, and also encloses the outdoor courtyard and pool deck, creating an urban forecourt that is visible from the street.

The proposed height, consistent with the RAS4-1VL Zone, forms a natural transition between the five (5)-story office building to the west of the project site, and the two (2)- and three (3)-story buildings located to the east of the project site.

The proposed hotel building's layout visually activates the Riverside Drive street frontage by locating the hotel's primary activity area, the pool and patio deck, along the project site's Riverside Drive frontage, with views both to and from the pedestrian right of way. A landscaped strip and planter lines the sidewalk where the short arm of the hotel's "L" shape meets the street, and continues along the property's frontage between the sidewalk and the fence along the hotel's pool/deck area.

The proposed design further reaches out to the street by locating the hotel lobby, with a high level of transparency, close to the public sidewalk. The sense of the lobby's activity is further extended to the public right of way by an architectural portico located adjacent to the Riverside Drive sidewalk, that serves as a landing area for pedestrians entering or exiting the hotel.

The proposed project's **setbacks/yards** are consistent with the requirements of the RAS4 Zone. With the exception of the proposed hotel's front stairs and ADA ramp, driveway, and LADWP manhole access point, there are landscaped planters at a minimum depth of five (5) feet that line the proposed hotel's Riverside Drive frontage. The proposed building maintains a five (5)-foot landscaped front yard setback along the short arm of the hotel building's "L" shape, where the building is closest to the public right of way; an approximately 50-foot setback in the area of the hotel's pool/deck area; and, an approximately 24-foot setback in the area of the hotel's lobby/front entrance.

The proposed project maintains a five (5)-foot side-yard setback along its easterly property line. This yard contains a hedge planting along the easterly property line to a depth of approximately two (2) feet from the easterly property line, with a minimum height at planting of five (5) feet. The remaining three (3) feet of the yard's width within

the building setback area is a hardscaped path of decomposed granite, for maintenance access.

The proposed project maintains a variable width rear yard setback from five (5) to approximately 13 feet. This yard is planted with medium shrub groundcover within five (5) feet of the project site's rear property line, and with low shrub groundcover in the setback areas that are more than five (5) feet from the rear property line.

The proposed hotel building is setback five (5) feet from the subject property's westerly property line. This yard area is paved, and adjoins the motor court that is shared with the neighboring medical office building.

The proposed project's **parking** is provided on two (2) subterranean levels that are accessed via the ramp located at the southwesterly corner of the hotel. Level P1 contains 27 parking spaces and Level P2 contains 34 parking spaces. The total of 61 automobile parking spaces includes seven (7) additional automobile parking spaces in surplus of the 54 parking spaces required by Code.

Additionally, five (5) short-term bicycle spaces and five (5) long-term bicycle spaces are also provided on site. The short-term bicycle spaces are located immediately south of the Riverside Drive public sidewalk, and just east of the hotel's stairs that connect the public sidewalk to the hotel's Riverside Drive pedestrian entrance. The long-term bicycle spaces are located near the northwesterly corner of Level P1.

The proposed **loading area** is located in the project's shared motor court. The loading area is approximately 10 feet by 40 feet, and is situated in the central portion of the motor court. Adjoining the westerly side of the proposed loading area is a planted area, approximately 40 feet in length and 2.5 feet in width, that contains three (3) ornamental trees with a minimum 24-inch box size.

With regard to **lighting**, specific details are yet to be determined, but conceptually will include typical sconces, mounted wall-packs, and bollards. Light poles, if any, will be directed onsite and shielded. There are also decorative backlit light shafts on the building's northerly façade where it is closest to Riverside Drive, and also on the building's southerly and westerly façades, on the portions of wall where there are no guestroom windows. Per the City's plan check and building permit clearance process, proposed lighting will meet all Green Building Code and LA-RIO requirements. **Signage**, as well, will comply with all relevant regulations.

With regard to **landscaping**, the proposed project provides substantial plantings in yards as well as the pool/deck area as follows:

- With the exception of the proposed hotel's front stairs and ADA ramp, driveway, and LADWP manhole access point, there are planter areas along the hotel's Riverside Drive frontage at an approximate depth of five (5) feet adjacent to the hotel's driveway, with the remainder at an approximate depth of seven (7) feet. There is also a raised planter box located immediately to the east of the ADA ramp serving the hotel's front entrance, that contains two (2) ornamental trees with a minimum 24-inch box size. Additionally, four (4) new street trees, 36"-box London Planes, are proposed, planted to City standards.
- The easterly side yard contains a hedge planting along the easterly property line to a depth of approximately two (2) feet from the easterly property line, with a minimum height at planting of five (5) feet. The remaining three (3) feet of

the yard's width within the building setback area is a hardscaped path of decomposed granite, for maintenance access.

- The rear yard is planted with medium shrub groundcover within five (5) feet of the project site's rear property line, and with low shrub groundcover in the setback areas that are more than five (5) feet from the rear property line.
- The proposed hotel's pool/deck contains planter areas with low shrubs (e.g., Berkeley Sedge, Deer Grass, and Yankee Point California Lilac) as well as taller vertical accent shrubs (e.g., Hollyleaf Cherry, Pink Melaleuca, and Lemonade Berry), and features one 36"-box Strawberry tree, in a centrally-located raised planter. The pool/deck area also features raised planters and a water feature.
- Adjoining the westerly side of the proposed loading area located in the central portion of the project's shared motor court, is a planted area, approximately 40 feet in length and 2.5 feet in width, that contains three ornamental trees with a minimum 24-inch box size.

Trash and recycling rooms are fully enclosed and screened from public view, located in the southwesterly corner of the proposed hotel's P2 level. Trash collection will be by private service, occurring onsite from the hotel's shared motor court.

As described above, the project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that will be compatible with existing and future development on adjacent properties and neighboring properties.

- c. *The residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.*

The proposed hotel is not a residential project; however, the proposed hotel does provide recreational amenities for its guests. The proposed hotel's forecourt contains a swimming pool and landscaped patio deck. The deck area includes a water feature, with integrated benches and seating. The proposed hotel also provides a fitness room on the first floor.

C. CEQA Findings

A Mitigated Negative Declaration (ENV-2015-3597-MND) and corresponding Mitigation Monitoring Program (MMP) were prepared for the proposed project. The Mitigation Monitoring Program (MMP) is a document that is separate from the MND and is prepared and adopted as part of the project's approval. Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." The MND was circulated for public review on December 10, 2015 through December 30, 2015.

The Planning Department received one comment letter from the applicant, requesting the clarification of Mitigation Measure ("MM") XI-170 concerning noise mitigations for residential uses fronting a Major or Secondary Highway, or adjacent to a Freeway. The applicant requested the language be amended to clarify the intent of the mitigation measure to require all exterior windows having a line of sight of a Major or Secondary Highway to be constructed with double-pane glass and, as a separate requirement, to require all exterior walls within which said windows are located, to use exterior wall construction which provides a STC value

of 50. Their concern was that the language, as originally written, could be misconstrued as requiring the double-pane glass windows to also achieve a STC value of 50. The request for clarification is reflected in (Q) Qualified Condition No. 20.a of this report.

On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND, there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street.

PUBLIC HEARING AND COMMUNICATIONS

Public Hearing

A public hearing for Case No. CPC-2015-3596-ZC-CU-SPR-ZV was held at the Marvin Braude Constituent Center on Friday, January 15, 2016. Ten people were in attendance, including the project's applicant, representatives and architect, representatives from the Office of Councilmember David Ryu (Council District 4), and four (4) members of the public. As noted earlier in this report, there is no certified neighborhood council for this portion of the Van Nuys-North Sherman Oaks Community Plan area.

Summary of Public Hearing Testimony and Communications

- The applicant's representative and architect spoke at the hearing and clarified several items: (1) the project will help fulfill a significant need for hotel rooms in the Valley and in the City of Los Angeles in general; (2) the project is providing 61 automobile parking spaces, in excess of the 54 spaces required, as well as 10 bicycle parking spaces; (3) the site plan has been designed to establish the open space areas along Riverside Drive rather than along the freeway; (4) the building has been designed in a modern style with windows alternating on each floor (instead of the traditional stacked-window design) to play with the fenestration and minimize the scale of the building; and (5) the building's color palette of white, yellow, and orange coincides with the hotel operator's brand identity.
- One member of the public provided testimony, in opposition to the proposed project. The community resident said that the number of parking spaces provided seems inadequate, and voiced concerns about traffic impacts, especially at the intersection of Riverside Drive and Coldwater Canyon Avenue.
- The developer of the project spoke at the hearing, and noted that the proposed hotel use and adjacent medical office building will complement each other.
- Renee Weitzer, representative for Councilmember David Ryu (Council District 4) was present and provided testimony. She expressed concern about the design of the building, including the selected color palette and boxiness of the structure.

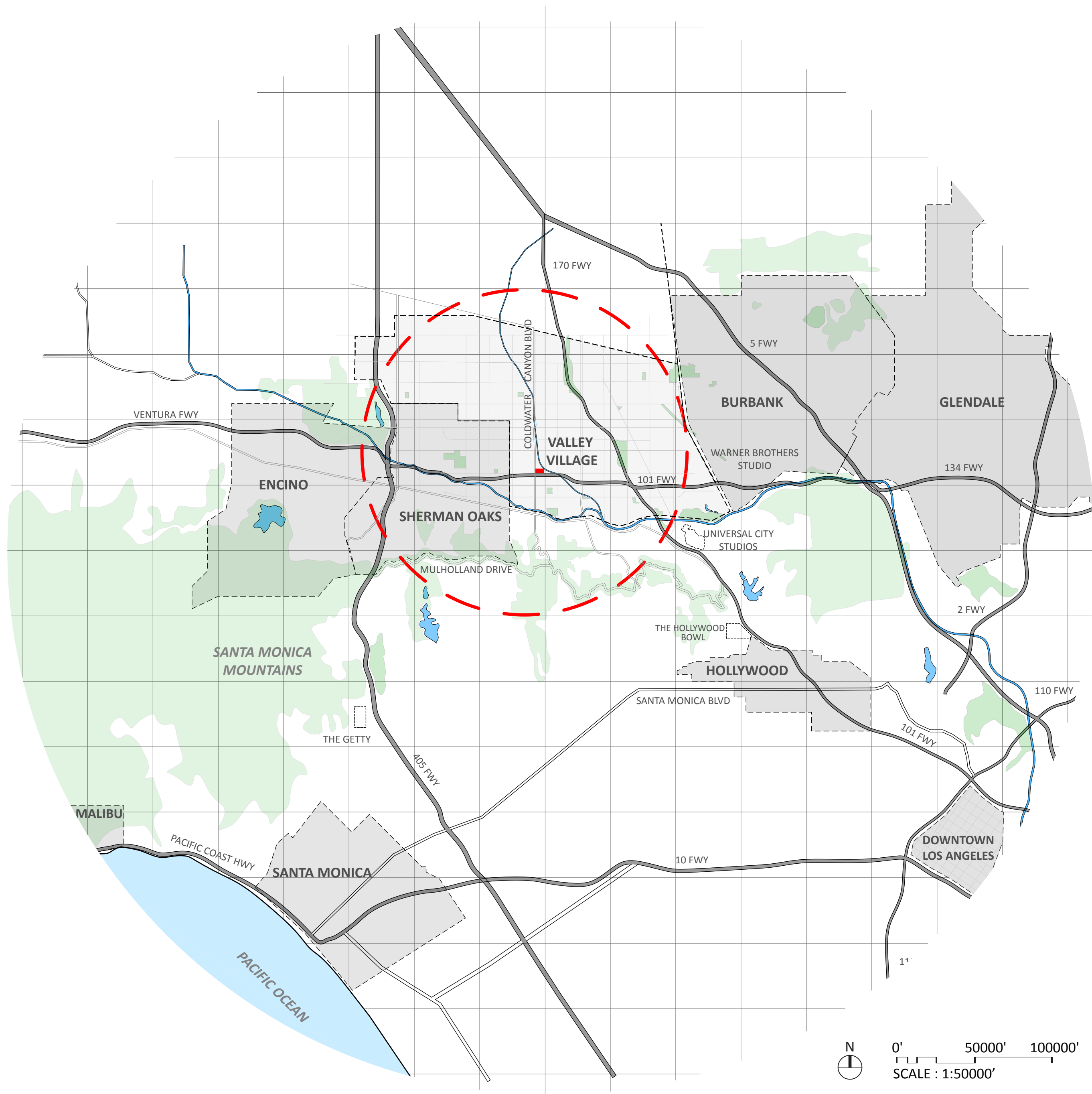
Summary of Written Testimony

One Letter Received in Opposition to the Project

At the time of this report, one letter written in opposition of the project was transmitted to the hearing officer. This letter stated that the project will have an impact on local traffic conditions. The commenter requested that the Department of City Planning postpone taking an action on this project until a traffic study is undertaken to understand the impacts of the proposed hotel.

EXHIBIT A-1

VICINITY MAP



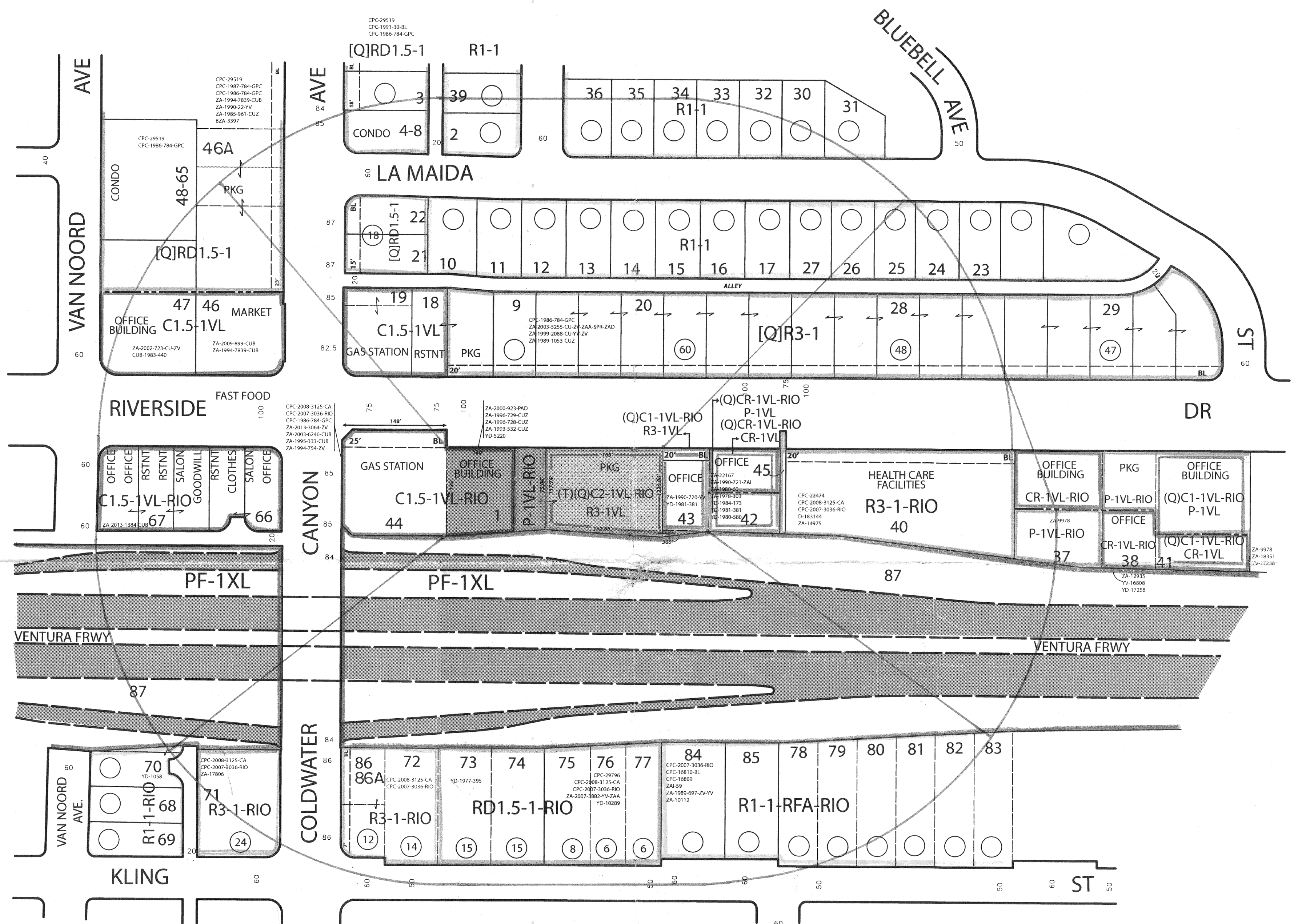
With easy freeway ramp access and prime visibility, the hotel site is conveniently located near the important business centers of Sherman Oaks, Encino, Hollywood, Universal City, Glendale and Burbank Airport. It is also centrally located in relationship to many local attractions including Valley College, Westfield Fashion Square, Universal Studios, Getty Center, West Hollywood, Hollywood Bowl, Malibu, Rose Bowl and Six Flags Magic Mountain.



In a vast city such as Los Angeles, whose macro-scale urban character is defined by huge freeways and wide boulevards, site factors such as location, access and visibility are paramount for the success of any commercial hotel development. Located at the southern edge of the San Fernando Valley in the neighborhood of Valley Village, this hotel site sits on the 101 Ventura Freeway near the key intersection of Riverside Drive and Coldwater Canyon Boulevard, equidistance between the 405 and 170 Freeways.

EXHIBIT A-2

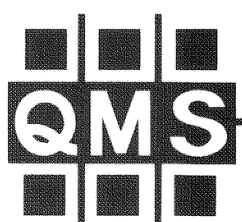
RADIUS MAP



PROJECT SITE ZONE CHANGE: (T)(Q)C2-1VL-RIO, R3-1VL TO RAS4-1V-RIO

COMMON OWNERSHIP NOT APART

CONDITIONAL USE PERMIT, ZONE CHANGE, ZONE VARIANCE, SITE PLAN REVIEW



Quality Mapping Service

14549 Archwood St. Suite 301
Van Nuys, California 91405
Phone (818) 997-7949 - Fax (818) 997-0351
qmapping@qesqms.com

DRAWN BY:

THOMAS BROTHERS
Page: 562 Grid: E-3, E-4

LEGAL
LOT: PT 2
TRACT: TR 2590
M B 26-57
*SEE APPLICATIONS

CONTACT: ROSEHEIM & ASSOCIATES

A.P.N.
2357-033-(013,014)

CD: 4
CT: 1247.00

PA: 215 - VAN NUYS,
NORTH SHERMAN OAKS
USES: FIELD

SITE ADDRESS
1228 RIVERSIDE DR

CASE NO:
SCALE: 1"=100'
D.M.: 168B161

PHONE: (818) 716 - 2689

DATE: 04-29-15
Update: 08-26-15

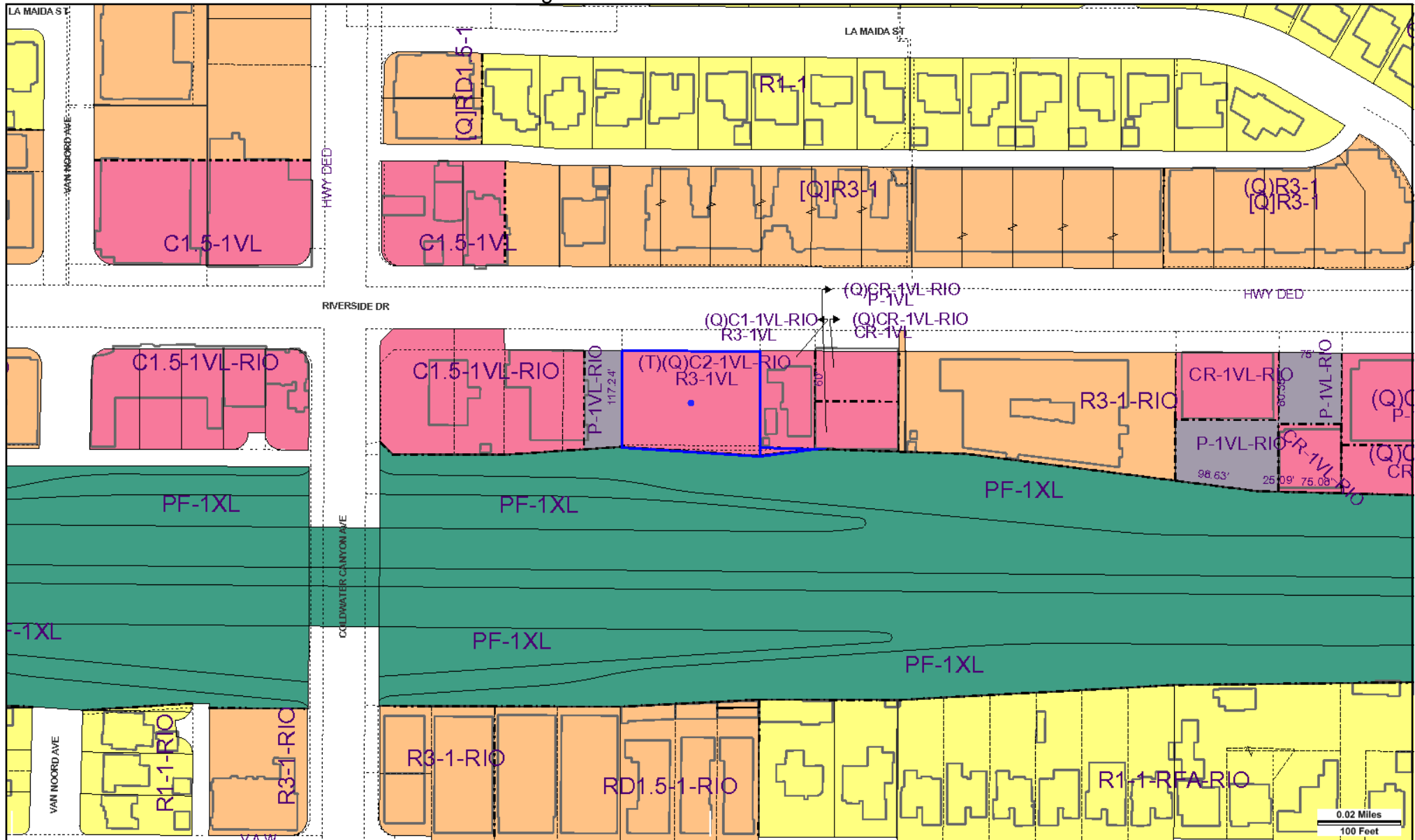
NET AC: 0.46

QMS: 15-130A

NORTH

EXHIBIT A-3

ZIMAS ZONING MAP & PARCEL PROFILE



Address: 12828 W RIVERSIDE DR

APN: 2357033019

PIN #: 168B161 460

Tract: TR 2590

Block: None

Lot: PT 2

Arb: 13

Zoning: (T)(Q)C2-1VL-RIO

General Plan: General Commercial





City of Los Angeles
Department of City Planning

2/8/2016
PARCEL PROFILE REPORT

PROPERTY ADDRESSES

12828 W RIVERSIDE DR

ZIP CODES

91607

RECENT ACTIVITY

None

CASE NUMBERS

APCSV-2003-1756-ZC-BL
CPC-29101
CPC-26605
CPC-2015-3596-ZC-CU-SPR-ZV
CPC-2008-3125-CA
CPC-2007-3036-RIO
CPC-1986-784-GPC
ORD-85230
ORD-183145
ORD-183144
ORD-175727
ORD-175726
ORD-167939-AREA12-SA2510B
ORD-151065
ORD-151064
ENV-2015-3597-MND
ENV-2007-3037-ND
ENV-2003-1757-MND

Address/Legal Information

PIN Number 168B161 460
Lot/Parcel Area (Calculated) 19,809.9 (sq ft)
Thomas Brothers Grid PAGE 562 - GRID E3
PAGE 562 - GRID E4
Assessor Parcel No. (APN) 2357033019
Tract TR 2590
Map Reference M B 26-57
Block None
Lot PT 2
Arb (Lot Cut Reference) 13
Map Sheet 168B161

Jurisdictional Information

Community Plan Area Van Nuys - North Sherman Oaks
Area Planning Commission South Valley
Neighborhood Council None
Council District CD 4 - David Ryu
Census Tract # 1247.00
LADBS District Office Van Nuys

Planning and Zoning Information

Special Notes None
Zoning (T)(Q)C2-1VL-RIO
Zoning Information (ZI) ZI-2427 Freeway Adjacent Advisory Notice for Sensitive Uses
ZI-2358 River Improvement Overlay District
General Plan Land Use General Commercial
General Plan Footnote(s) Yes
Hillside Area (Zoning Code) No
Baseline Hillside Ordinance No
Baseline Mansionization Ordinance No
Specific Plan Area None
Special Land Use / Zoning None
Design Review Board No
Historic Preservation Review No
Historic Preservation Overlay Zone None
Other Historic Designations None
Other Historic Survey Information None
Mills Act Contract None
POD - Pedestrian Oriented Districts None
CDO - Community Design Overlay None
NSO - Neighborhood Stabilization Overlay No
Sign District No
Streetscape No
Adaptive Reuse Incentive Area None
Ellis Act Property No
Rent Stabilization Ordinance (RSO) No
CRA - Community Redevelopment Agency None
Central City Parking No

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(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No
Assessor Information	
Assessor Parcel No. (APN)	2357033019
Ownership (Assessor)	
Owner1	12828 MOB LLC C/O PHILIP HO
Address	11500 W OLYMPIC BLVD 345 LOS ANGELES CA 90064
Ownership (Bureau of Engineering, Land Records)	
Owner	12828 MOB, LLC C/O PHILIP HO
Address	11500 W OLYMPIC BLVD STE 345 LOS ANGELES CA 90064
APN Area (Co. Public Works)*	0.463 (ac)
Use Code	100V - Commercial (Vacant Land)
Assessed Land Val.	\$1,420,000
Assessed Improvement Val.	\$0
Last Owner Change	02/06/07
Last Sale Amount	\$1,500,015
Tax Rate Area	13
Deed Ref No. (City Clerk)	5-567
	446329
	3217729
	3129338
	256657
	1543881
Building 1	No data for building 1
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5

Additional Information

Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	None
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	None
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Oil Wells	None

Seismic Hazards

Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	3.773424
Nearest Fault (Name)	Hollywood Fault
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	1.00000000
Slip Geometry	Left Lateral - Reverse - Oblique
Slip Type	Poorly Constrained

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Down Dip Width (km)	14.00000000
Rupture Top	0.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	70.00000000
Maximum Magnitude	6.40000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	Yes
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No

Economic Development Areas

Business Improvement District	None
Promise Zone	No
Renewal Community	No
Revitalization Zone	None
State Enterprise Zone	None
Targeted Neighborhood Initiative	None

Public Safety

Police Information

Bureau	Valley
Division / Station	Van Nuys
Reporting District	969

Fire Information

Bureau	Valley
Batallion	14
District / Fire Station	78
Red Flag Restricted Parking	No

CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	APCSV-2003-1756-ZC-BL
Required Action(s):	BL-BUILDING LINE ZC-ZONE CHANGE
Project Descriptions(s):	ZONE CHANGE TO C2-1 FOR 29,475 S.F. OFFICE BLDG.
Case Number:	CPC-2015-3596-ZC-CU-SPR-ZV
Required Action(s):	CU-CONDITIONAL USE SPR-SITE PLAN REVIEW ZC-ZONE CHANGE ZV-ZONE VARIANCE
Project Descriptions(s):	ZONE CHANGE, CONDITIONAL USE, SITE PLAN REVIEW, ZONE VARIANCE - THE PROPERTY IS APPROXIMATELY ONE-HALF ACRE IN AREA, AND IS ZONED (T)(Q) C1-1VL-RIO. THE PROPOSED PROJECT IS A 4-STY, 94-GUEST ROOM HOTEL, APPROXIMATELY 50FT IN HEIGHT. THERE WILL BE 2-LEVELS OF SUBTERRANEAN PARKING. THE FIRST REQUEST IS FOR A ZC TO RAS4-1VL-RIO. THE CU IS REQUESTED TO ALLOW A HOTEL IN THE PROPOSED RAS4 ZONE. SPR IS REQUESTED FOR A PROJECT HAVING MORE THAN 50 GUEST ROOMS. A ZV IS REQUESTED TO ALLOW A LOADING SPACE ON THE ADJOINING LOT, UNDER THE SAME OWNERSHIP.
Case Number:	CPC-2008-3125-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	Data Not Available
Case Number:	CPC-2007-3036-RIO
Required Action(s):	RIO-RIVER IMPROVEMENT OVERLAY DISTRICT
Project Descriptions(s):	THE ESTABLISHMENT OF AN ORDINANCE THAT FACILITATES DEVELOPMENT WITHIN THE LA-RIO BOUNDARIES TO ENHANCE THE WATERSHED, URBAN DESIGN AND MOBILITY OF THE AREA. THESE BOUNDARIES ARE ADJACENT TO, NOT INSIDE, THE LOS ANGELES RIVER ON LAND ALREADY ZONED FOR DEVELOPMENT.
Case Number:	CPC-1986-784-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	AB-283 PROGRAM - GENERAL PLAN/ZONE CONSISTENCY - VAN NUYS - NORTH SHERMAN OAKS COMMUNITY PLAN AREA - COMMUNITY WIDE ZONE CHANGES AND COMMUNITY PLAN CHANGES TO BRING THE ZONING INTO CONSISTENCY WITH THE COMMUNITY PLAN. INCLUDES CHANGES OF HEIGHT AS NEEDED. REQUIRED BY COURT AS PART OF SETTLEMENT IN THE HILLSIDE FEDERATION LAWSUIT. (MIKE YOUNG)
Case Number:	ENV-2015-3597-MND
Required Action(s):	MND-MITIGATED NEGATIVE DECLARATION
Project Descriptions(s):	ZONE CHANGE, CONDITIONAL USE, SITE PLAN REVIEW, ZONE VARIANCE - THE PROPERTY IS APPROXIMATELY ONE-HALF ACRE IN AREA, AND IS ZONED (T)(Q) C1-1VL-RIO. THE PROPOSED PROJECT IS A 4-STY, 94-GUEST ROOM HOTEL, APPROXIMATELY 50FT IN HEIGHT. THERE WILL BE 2-LEVELS OF SUBTERRANEAN PARKING. THE FIRST REQUEST IS FOR A ZC TO RAS4-1VL-RIO. THE CU IS REQUESTED TO ALLOW A HOTEL IN THE PROPOSED RAS4 ZONE. SPR IS REQUESTED FOR A PROJECT HAVING MORE THAN 50 GUEST ROOMS. A ZV IS REQUESTED TO ALLOW A LOADING SPACE ON THE ADJOINING LOT, UNDER THE SAME OWNERSHIP.
Case Number:	ENV-2007-3037-ND
Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	THE ESTABLISHMENT OF AN ORDINANCE THAT FACILITATES DEVELOPMENT WITHIN THE LA-RIO BOUNDARIES TO ENHANCE THE WATERSHED, URBAN DESIGN AND MOBILITY OF THE AREA. THESE BOUNDARIES ARE ADJACENT TO, NOT INSIDE, THE LOS ANGELES RIVER ON LAND ALREADY ZONED FOR DEVELOPMENT.
Case Number:	ENV-2003-1757-MND
Required Action(s):	MND-MITIGATED NEGATIVE DECLARATION
Project Descriptions(s):	ZONE CHANGE TO C2-1 FOR 29,475 S.F. OFFICE BLDG.

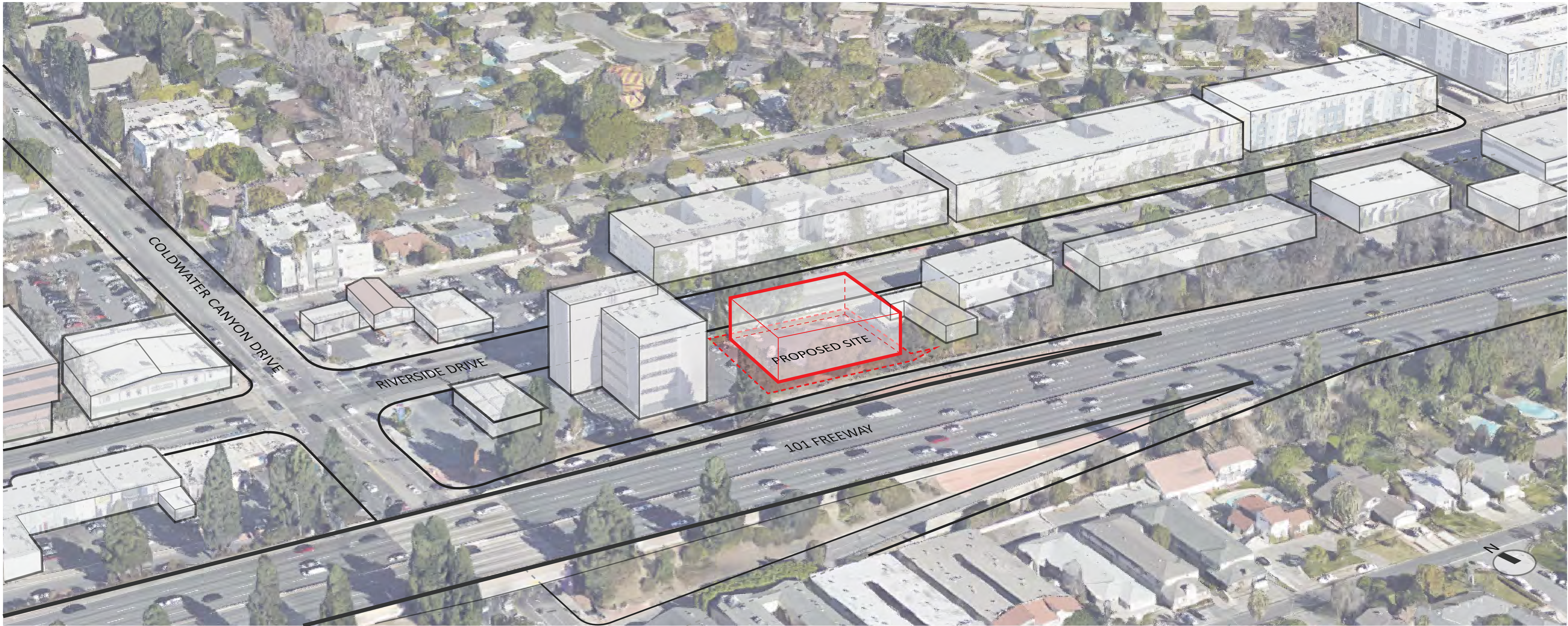
DATA NOT AVAILABLE

CPC-29101
CPC-26605
ORD-85230
ORD-183145
ORD-183144
ORD-175727
ORD-175726
ORD-167939-AREA12-SA2510B
ORD-151065
ORD-151064

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EXHIBIT A-4

SITE & SURROUNDING AREA PHOTOS



NEIGHBORHOOD CHARACTER
(ENLARGED SITE 3D)

The 17,000 square foot site is dominated by the 101 Freeway on the south, sitting directly against the southbound exit ramp to Coldwater Canyon Boulevard, and bounded by Riverside Drive on the north which is designated as a Major Highway-Class II. On the west is an existing five-story office building under the same ownership, built in the 1960s and designed in a late “International Style” aesthetic prevalent during this period. Parking garage access for the office building is from a 45 foot wide auto court located between the office building and the hotel site, and will be re-designed to be used by both buildings. A two-story former apartment building, now used as office, sits to the east of the site, adjacent to a three-story church office building on its east. On the north side of Riverside Drive are several existing and new large four and 5-story multi-family apartment developments, including the new IMT Village, which create a consistent 45 to 50-foot street wall on the north side. Because of its close proximity to the freeway, the site is not desirable for residential development, but is ideal for hotel use due to its visibility and access from Riverside Drive and the freeway.



COLDWATER CANYON DRIVE SOUTH FACING ELEVATION AT RIVERSIDE DRIVE



COLDWATER CANYON DRIVE NORTH FACING ELEVATION AT RIVERSIDE DRIVE

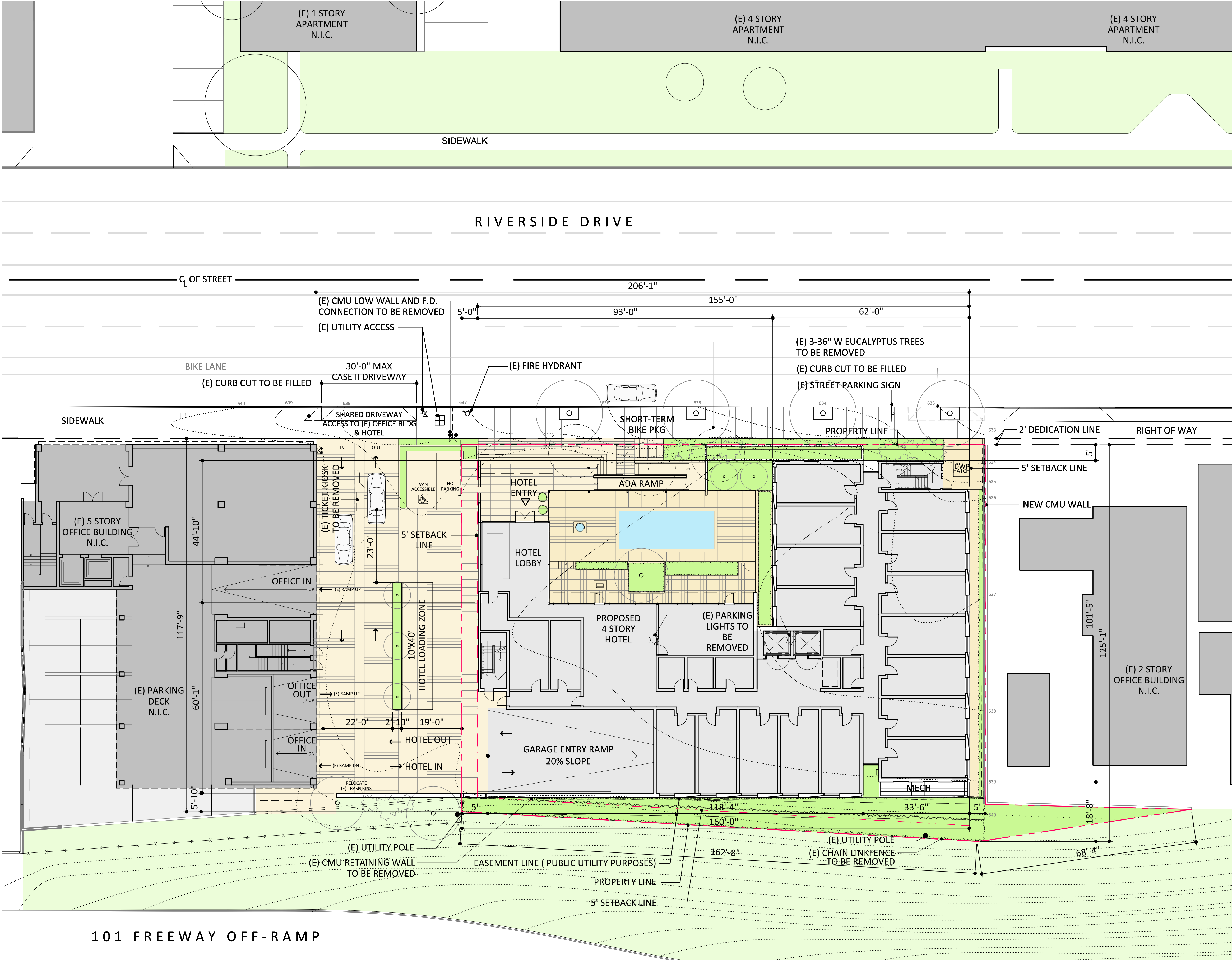
EXHIBIT B

PROJECT PLANS



HOTEL SHERMAN OAKS





PROJECT DESCRIPTION

4-story hotel (maximum height of 50 feet) with 94 guest rooms. Parking is provided on two subterranean levels.

PROPERTY INFORMATION

SITE ADDRESS: 12828 W. Riverside Drive, Valley Village, CA 91607

APN's: 2357-033-013; 2357-033-019

LEGAL DESCRIPTION: Portions of Lot 2 (Arb 13 and no Arb) of Tract 2590 (MB 26-57)

COUNCIL DISTRICT: CD4 Ryu

PROJECT DATA

ZONE/HEIGHT DISTRICT

Existing: (T)(Q)C2-1VL-RIO

Proposed: [Q]RAS4-1VL-RIO

USE

Existing: Public parking (surface lot)

Proposed: Hotel

AREA

LOT AREA: 20,582.4 sf (pre-dedication)
20,252.4 sf (post-dedication: 2 feet on Riverside Dr.)

BUILDABLE AREA: 17,138.2 sf (post-dedication: 2 feet on Riverside Dr.)

FLOOR AREA

Permitted: 51,415 sf (3:1 FAR)

Proposed: 46,860 sf residential (2.71:1 FAR)

DENSITY

(per LAMC 12.11.5 C.4.)

Permitted: 101 guest units (20,252.4 sf / 200 sf per unit)

Proposed: 94 guest units

PARKING SUMMARY

Required Automobile Parking Spaces (without LAMC Bicycle replacement)

Guest Units	(per LAMC 12.21 A.4.(a))	Spaces
1-30 units	1 space per each of the first 30 guest rooms	30.0
1-30 units	1/2 space per each of the second 30 guest rooms	15.0
1-30 units	1/3 space per each remaining guest room	11.0
Total		56

Required/Provided Bicycle Parking Stalls

Guest Units	(per LAMC 12.21 A.16.(a)(2))	Spaces
94 units	1 long-term stall per 20 guest rooms	5 long-term
94 units	1 short-term stall per 20 guest rooms	5 short-term
Total		10

Max. Allowable Replacement of Automobile Parking Spaces with Bicycle Parking Stalls
(10% of required spaces [0.10 x 56 = 5.6] per LAMC 12.21 A.4.)
56 required auto spaces 6

Actual Replacement of Automobile Parking Spaces with Provided Bicycle Parking Stalls
(1 automobile space per 4 bike stalls [10÷4=2.5] per LAMC 12.21 A.4.)
10 bike spaces provided 2

Required Automobile Parking Spaces with LAMC Bicycle Replacement

54	Net Total Required Automobile Parking Spaces	(56 automobile – 2 reduction = 54)
----	--	------------------------------------

Provided Automobile Parking Spaces

27 spaces	Subterranean Level P1
27 spaces	Subterranean Level P2
54 spaces	Total
7 spaces	Surplus (provided for owner's use on P2)

Provided Bicycle Parking Stalls

10	(5 long-term / 5 short-term)
----	------------------------------

N 0' 4' 8' 16' 32'

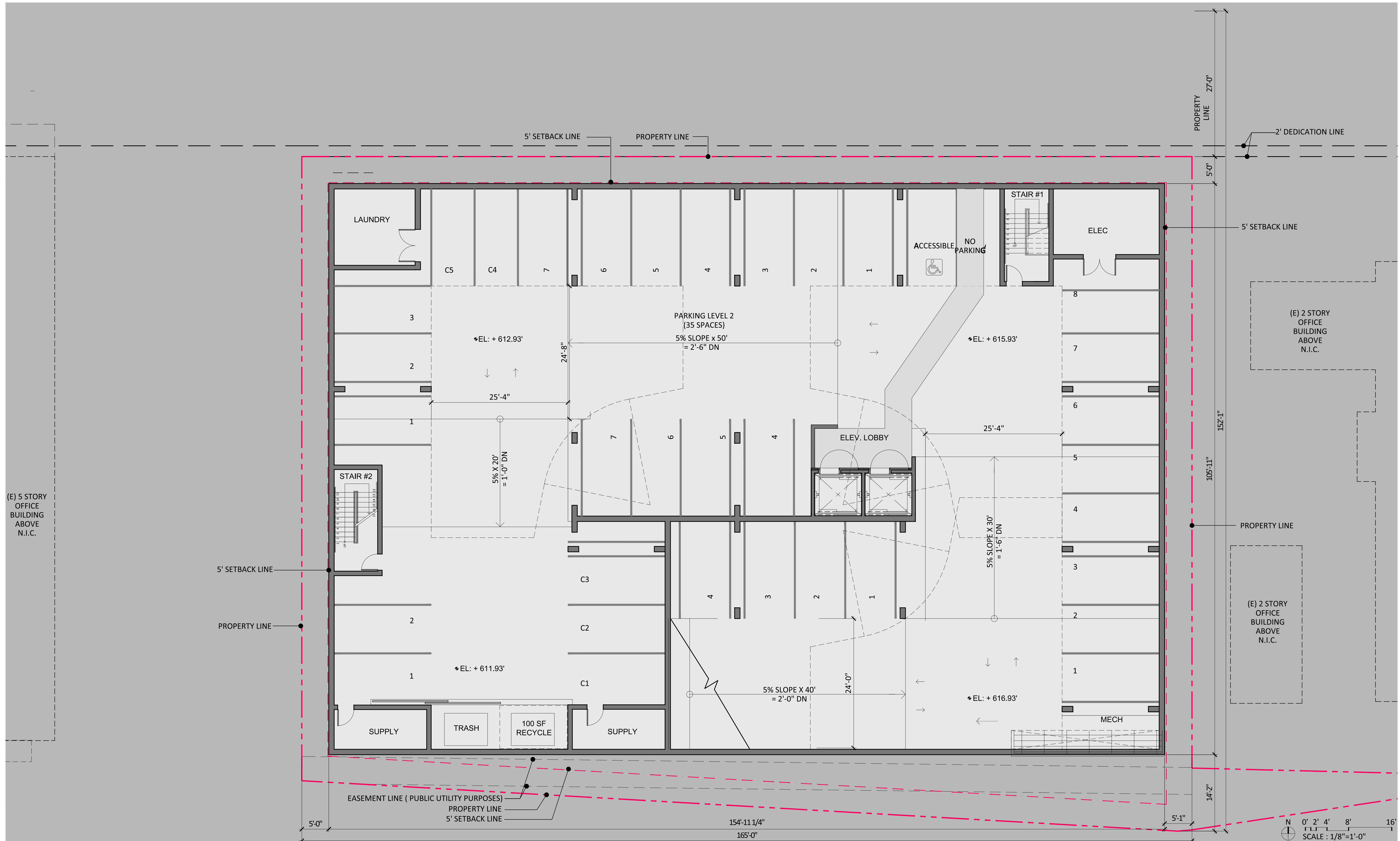
SCALE : 1/16"=1'-0"

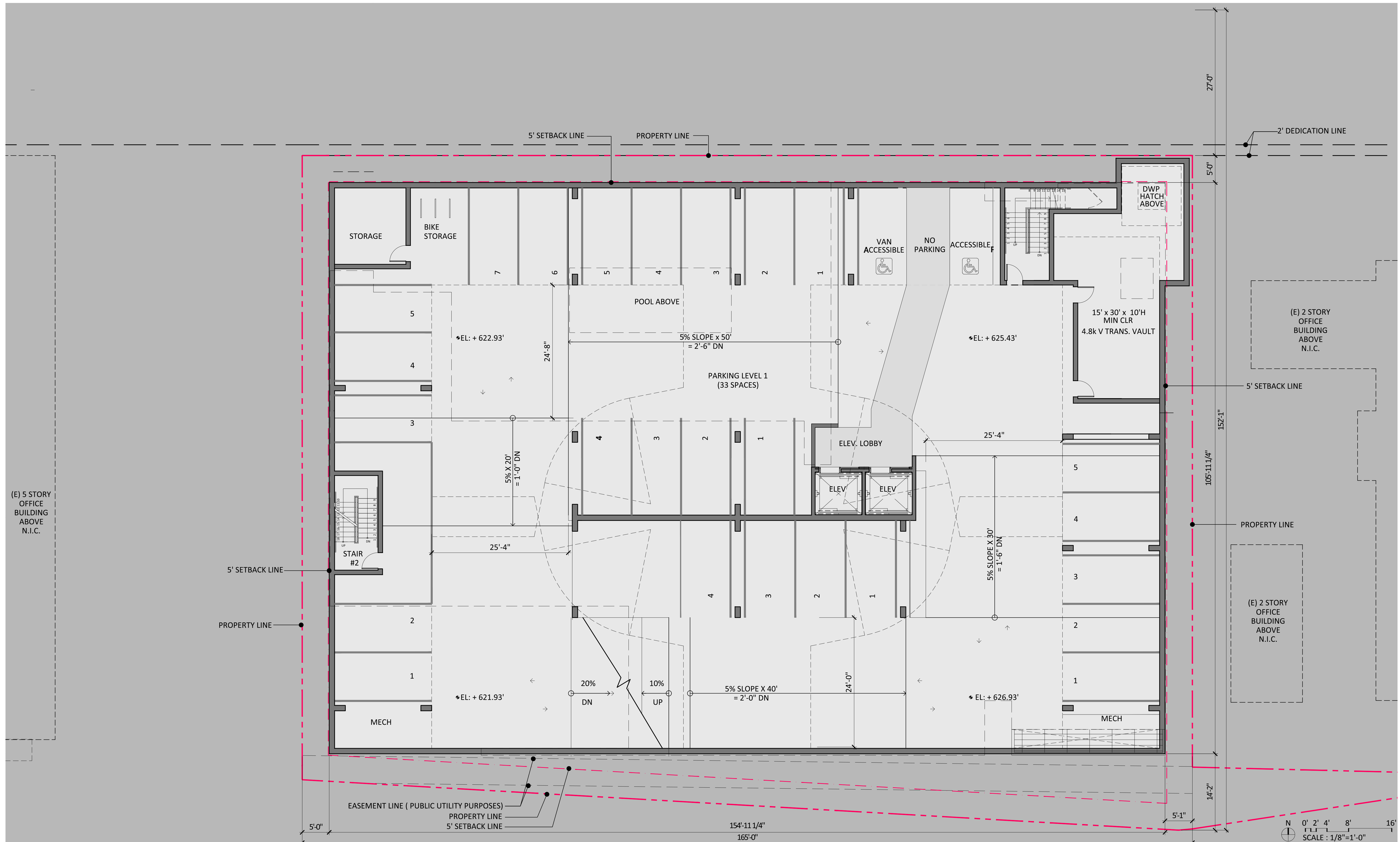
HOTEL SHERMAN OAKS12828 W. Riverside Drive, Valley Village, CA 91607

COE ARCHITECTURE INTERNATIONALRAMCAL

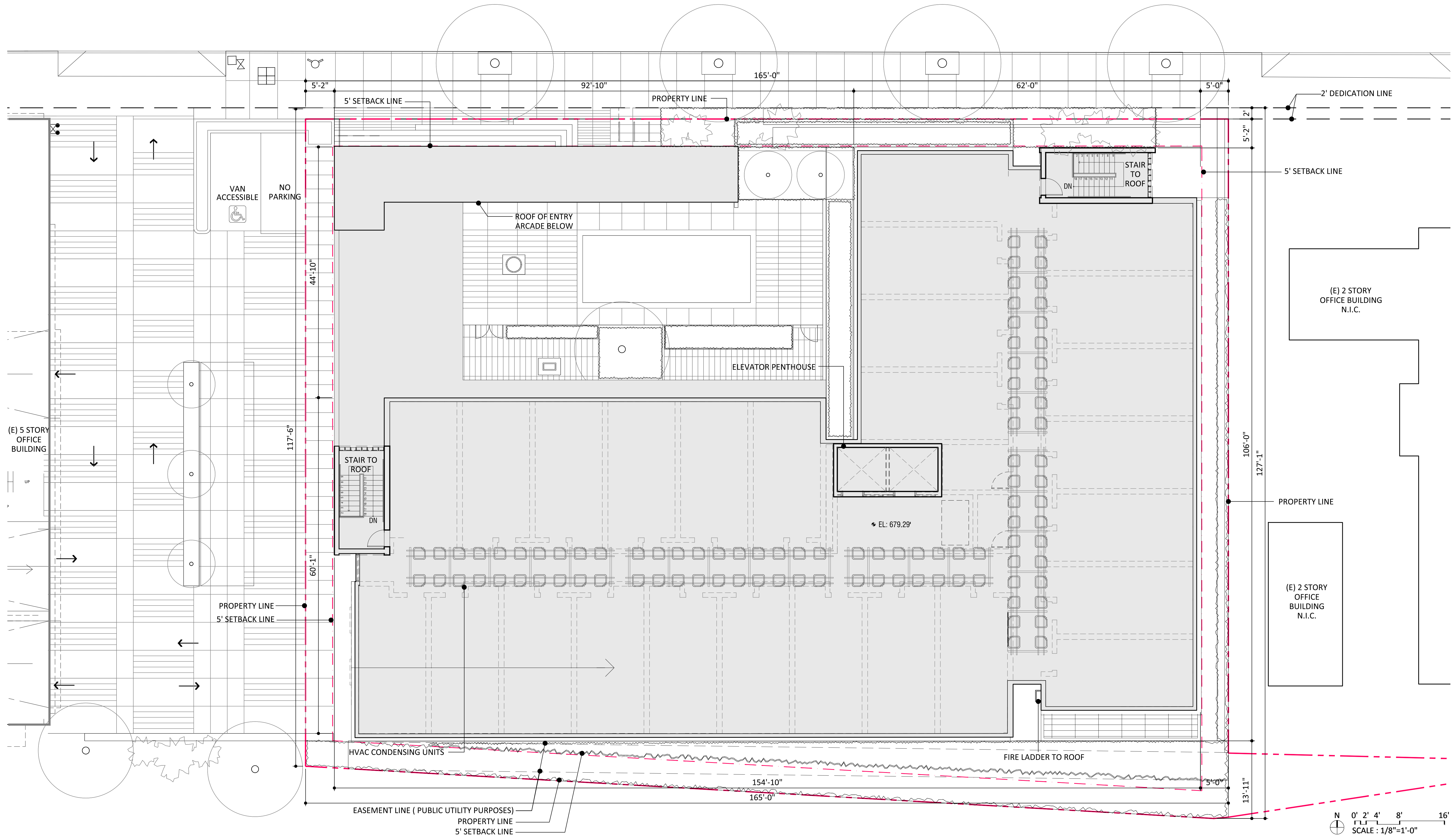
PLOT PLAN

September 16, 2015

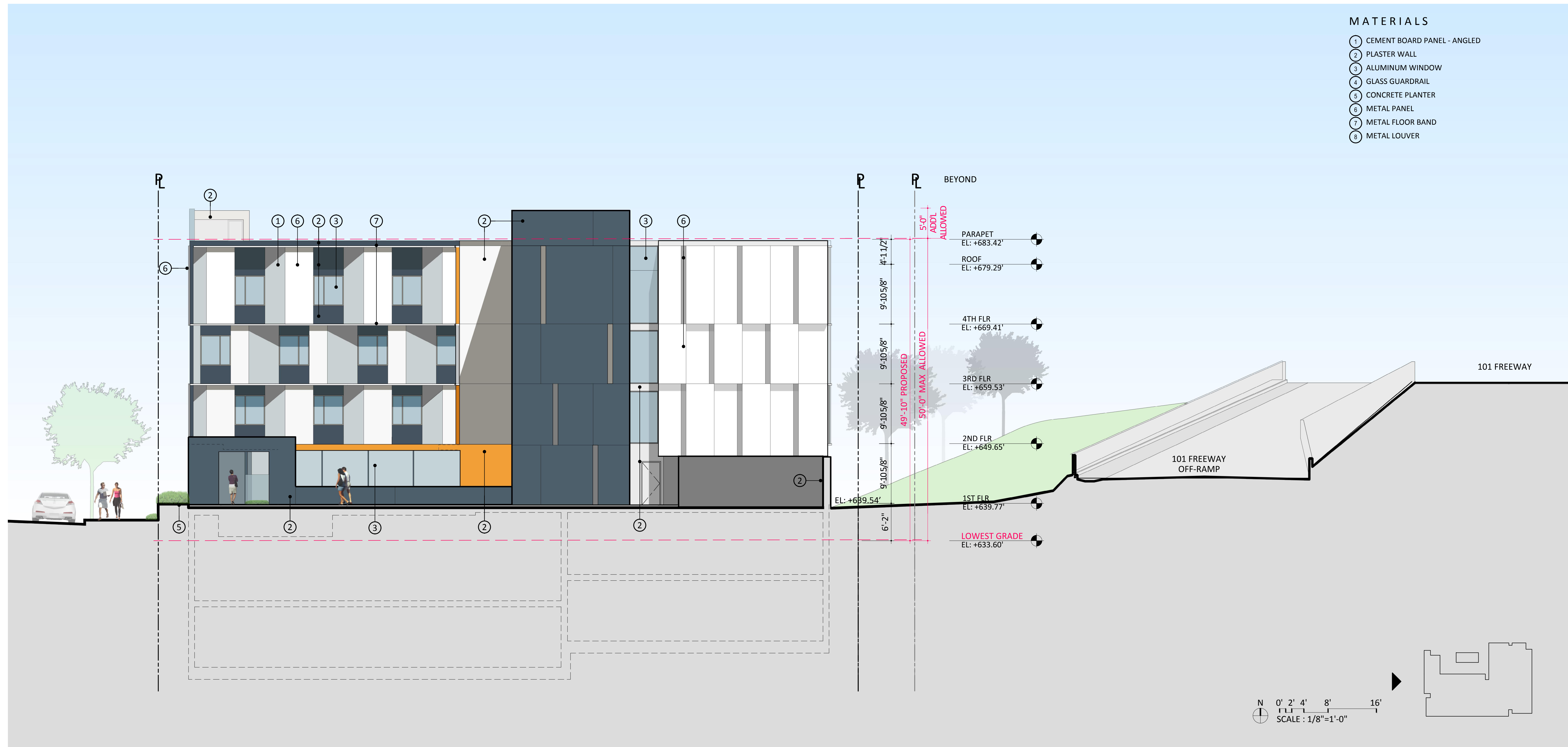






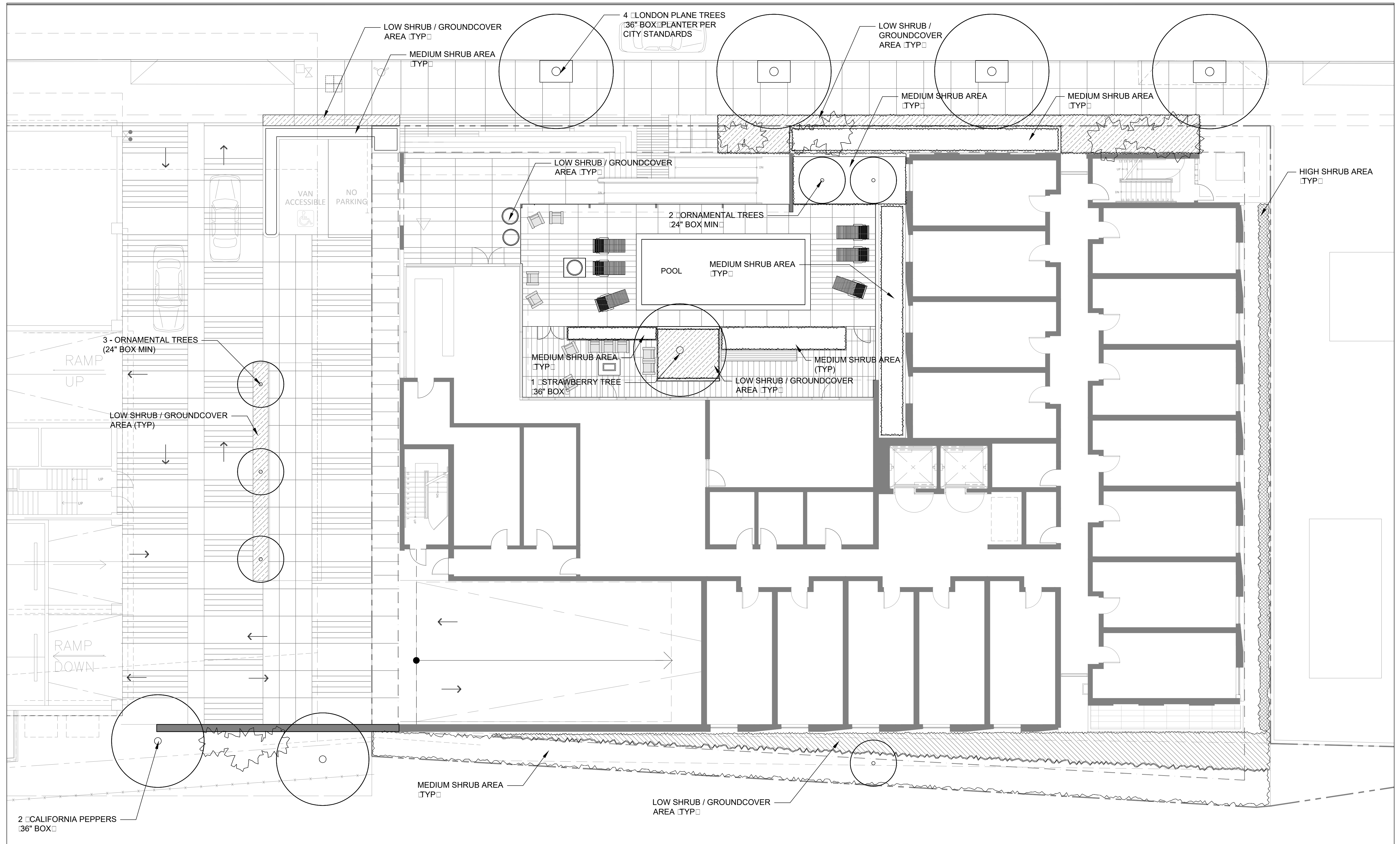












PRELIMINARY PLANT PALETTE

BOTANICAL NAME	COMMON NAME	SIZE	SIZE AT INSTALL	SIZE AT 5 YEARS	WUCOLS
TREES					
Arbutus x Marina	Strawberry Tree	36" Box	8' ht.	10' ht.	LOW
Platanus x Acerfolia	London Plane Tree	36" Box	16' ht.	20' ht.	LOW
Schinus molle	California Pepper	36" Box	10' ht.	12' ht.	LOW



LARGE SHRUBS / VERTICAL ACCENT					
Melaleuca nesophila	Pink Melaleuca	15 Gal.	5' ht. x 4' w.	8' ht. x 5' w.	LOW
Prunus ilicifolia	Hollyleaf Cherry	15 Gal.	5' ht. x 2' w.	15' ht. x 10' w.	LOW
Rhus integrifolia	Lemonade Berry	15 Gal.	5' ht. x 2' w.	10' ht. x10' w.	LOW



MEDIUM SHRUBS					
Agave desmettiana 'Variegata'	Variegated Foxtail Agave	10 Gal.	2' ht. x 2' w.	3' ht. x 3' w.	LOW
Anigozanthos 'Bush Gold'	Yellow Kangaroo Paw	5 Gal.	1.5' ht. x 2' w.	4' ht. x 3' w.	LOW
Arctostaphylos 'Sunset'	Sunset Manzanita	5 Gal.	1.5' ht. x 2' w.	5' ht. x 5' w.	LOW
Baccharis pilularis 'Centennial'	Coyote Bush	5 Gal.	1.5' ht. x 2' w.	3' ht. x 5' w.	LOW
Juncus patens	California Gray Rush	5 Gal.	1.5' ht. x 1.5' w.	2' ht. x 2' w.	LOW
Leymus condensatus 'Canyon Prince'	Canyon Prince Wild Rye	5 Gal.	1.5' ht. x 2' w.	2' ht. x 3' w.	LOW
Miscanthus sinensis 'Adagio'	Adagio Maiden Grass	5 Gal.	2' ht. x 2' w.	4' ht. x 3' w.	MED
Salvia clevelandii 'Winnifred Gilman'	'Winnifred Gilman' Sage	5 Gal.	2' ht. x 2' w.	3' ht. x 4' w.	LOW



LOW SHRUBS AND GROUNDCOVERS					
Baccharis pilularis 'Pigeon Point'	Dwarf Coyote Bush	1 Gal.	6" ht. x 1.5' w.	1' ht. x 6' w.	LOW
Carex divulsa	Berkeley Sedge	1 Gal.	6" ht. x 8" w.	12" ht. x 18" w.	MED
Ceanothus 'Yankee Point'	Yankee Point California Lilac	5 Gal.	2' ht. x 2' w.	2' ht. x 8' w.	LOW
Muhlenbergia rigens	Deer Grass	5 Gal.	2.5' ht. x 2' w.	3.5' ht. x 3.5' w.	LOW
Senecio serpens	Blue Chalk Sticks	1 Gal.	6" ht. x 6" w.	12" ht. x 18" w.	LOW

Landscaping shown is conceptual. Landscaping will be consistent with LAMC provisions, including LARIO regulations.

TREES



Arbutus x Marina
Strawberry Tree



Platanus x Acerfolia
London Plane Tree



Schinus molle
California Pepper

LARGE SHRUBS / VERTICAL ACCENT



Rhus integrifolia
Lemonade Berry



Melaleuca nesophila
Pink Melaleuca



Prunus ilicifolia
Hollyleaf cherry

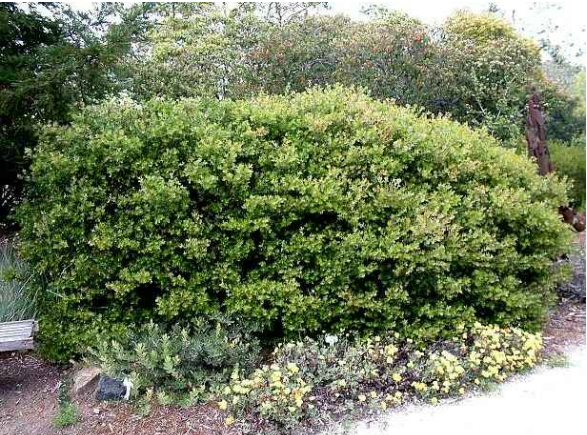
MEDIUM SHRUBS



Agave desmettiana 'Var.'
Variegated Foxtail Agave



Anigozanthos 'Bush Gold'
Yellow Kangaroo Paw



Arctostaphylos 'Sunset'
Manzanita



Baccharis pilularis 'Centennial'
Coyote Bush



Juncus patens
California Gray Rush



Leymus condensatus
'Canyon Prince'
Canyon Prince Wild Rye



Miscanthus sinensis 'Adagio'
Adagio Maiden Grass



Salvia clevelandii 'Winnifred Gilman'
Cleveland Sage

LOW SHRUBS AND GROUNDCOVERS



Baccharis pilularis 'Pigeon Point'
Dwarf Coyote Bush



Carex divulsa
Berkeley Sedge



Ceanothus griseus var. horizontalis 'Yankee Point'
Yankee Point Ceanothus



Muhlenbergia rigens
Deer Grass



Senecio serpens
Blue Chalksticks

EXHIBIT C

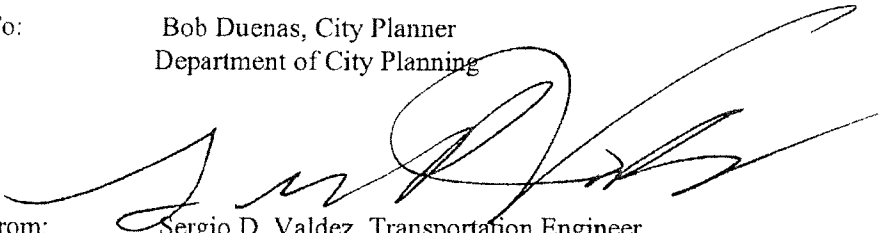
DOT TRAFFIC ASSESSMENT
JULY 6, 2015

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: July 6, 2015

12828 Riverside Drive
DOT Case No. SFV-2015-43097

To: Bob Duenas, City Planner
Department of City Planning

From: 
Sergio D. Valdez, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC ASSESSMENT FOR THE PROPOSED 94 GUESTROOM VALLEY VILLAGE HOTEL PROJECT LOCATED AT 12828 RIVERSIDE DRIVE**

The Department of Transportation (DOT) has completed the traffic assessment for the proposed 94 Guestroom Valley Village Hotel Project located at 12828 Riverside Drive. This traffic assessment is based on a traffic study prepared by Linscott, Law & Greenspan, engineers, dated June, 2015. After a careful review of the pertinent data, DOT has determined that the traffic study, as revised by DOT, adequately describes the project related traffic impacts of the proposed development. The traffic generated by this proposed project will not significantly impact any of the six studied intersections.

DISCUSSION AND FINDINGS

The proposed project site is located at 12828 Riverside Drive in the Van Nuys- North Sherman Oaks area of City Los Angeles. The proposed project site is bounded by Riverside Drive to the north, existing office uses to the east & west, and the US 101 freeway to the south. Completion of the proposed project is planned in year 2018. The proposed project will generate an additional 768 net new daily trips, 50 net new trips in the a.m. peak hour and 56 net new trips in the p.m. peak hour, as shown below. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012.

Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
		Total	In	Out	Total	In	Out	Total
<i>Proposed:</i>								
Hotel	94 Rooms	768	30	20	50	29	27	56
Gross New Trips		768	30	20	50	29	27	56
NET PRIMARY TRIPS		768	30	20	50	29	27	56

CPC 2015 3596

The project study area includes the analysis of the following six roadway intersections:

- Fulton Avenue & Riverside Drive
- Coldwater Canyon Avenue & Riverside Drive
- Coldwater Canyon Avenue & US 101 NB Ramps
- Coldwater Canyon Avenue & US 101 SB Ramps
- Coldwater Canyon Avenue & Ventura Boulevard
- Whitsett Avenue & Riverside Drive

The traffic study was revised by DOT to accurately reflect the level of service (LOS) methodology and significant impact criteria used by DOT for the studied intersections (see Attachment A). After a review of the pertinent data, DOT has determined that the proposed project will not have significant impact at any of the six studied intersections.

However, DOT recommends the following project requirements for the project approval:

PROJECT REQUIREMENTS

A. Highway Dedication and Improvements

Riverside Drive Riverside Drive is a designated Major Highway Class II in the Street and Highways Element of City's General Plan. The south side of Riverside Drive currently consists of a 50-foot half right-of-way, with a 40-foot half roadway and a 10-foot sidewalk. The standard cross-section for a Major Highway Class II is a 52-foot half right-of-way with a 40-foot half roadway and a 12-foot sidewalk. Therefore, a 2-foot dedication along the entire project frontage on Riverside Drive is required to bring the right-of-way, roadway and sidewalk up to the standard required by the General Plan.

The above transportation improvements shall be guaranteed through the B-permit of the Bureau of Engineering, Department of Public Works. Any improvements shall be constructed and completed before the issuance of the final certificate of occupancy, to the satisfaction of DOT and the Bureau of Engineering. Prior to setting the bond amount, the Bureau of Engineering shall require the developer's engineer or contractor to contact DOT's B-permit Coordinator at (213) 928-5322, to arrange a pre-design meeting to finalize the design for the required transportation improvements.

Additional street improvements may be required. The applicant should contact the Bureau of Engineering, Department of Public Works to determine any other requirements.

B. Site Access and Internal Circulation

The Project would have vehicular access will be provided via the existing driveway on Riverside Drive located to the west of the project site. The driveway will be shared with the existing office building. The driveway will continue to accommodate full vehicular access.

This determination does not include approval of the project's driveways, internal circulation, or parking scheme.

DOT recommends the following conditions for the project:

- For all two-way driveways, a width of $W=30'$, exclusive of side slope shall be provided.
- For all one-way driveways, a width of $W=16'$, exclusive of side slope shall be provided.

- A minimum required reservoir space between the new property line and the first parking stall or gate shall be provided for all driveways.
- Parking stall shall be designed so that a vehicle is not required to back up into or out of any public street or sidewalk.
- Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting detailed site and driveway plans, with a minimum scale of 1"=40', to DOT's Valley Development Review Section at 6262 Van Nuys Boulevard, Suite 320, Van Nuys, CA 91401.

If you have any further questions, you may contact Durre Shamsi of my staff at (818) 374-4699.

c: Fourth Council District
Brian Gallagher, DOT East Valley District
Ali Nahass, BOE Valley District
Linscott, Law & Greenspan, Engineers

Attachment A
Proposed 94 Guestroom, Valley Village Hotel Project
12828 Riverside Drive
DOT Case No. SFV-2015-43097

Summary of Volume to Capacity Ratios (V/C) and Levels of Service (LOS)	Scenario	Peak Hour	Base Conditions		Base + Project		Project Impact	Base + Project + Mitigation		Final Impact
			V/c	LOS	V/c	LOS	$\Delta V/c$	V/c	LOS	$\Delta V/c$
Fulton Avenue & Riverside Drive	Existing	AM PM	0.797 C 0.762 C		0.799 C 0.763 C		0.002 0.001			
	Future	AM PM	0.859 D 0.834 D		0.861 D 0.835 D		0.002 0.001			
Coldwater Canyon Avenue & Riverside Drive	Existing	AM PM	0.797 C 0.769 C		0.805 D 0.777 C		0.008 0.008			
	Future	AM PM	0.894 D 0.859 D		0.902 E 0.868 D		0.008 0.009			
Coldwater Canyon Avenue & US 101 NB Ramps	Existing	AM PM	0.441 A 0.555 A		0.444 A 0.560 A		0.003 0.005			
	Future	AM PM	0.506 A 0.626 B		0.511 A 0.630 B		0.005 0.004			
Coldwater Canyon Avenue & US 101 SB Ramps	Existing	AM PM	0.426 A 0.464 A		0.430 A 0.469 A		0.004 0.005			
	Future	AM PM	0.499 A 0.539 A		0.502 A 0.544 A		0.003 0.005			
Coldwater Canyon Avenue & Ventura Boulevard	Existing	AM PM	0.638 B 0.758 C		0.639 B 0.759 C		0.001 0.001			
	Future	AM PM	0.713 C 0.848 D		0.714 C 0.849 D		0.001 0.001			
Whitsett Avenue & Riverside Drive	Existing	AM PM	0.685 B 0.612 B		0.688 B 0.614 B		0.003 0.002			
	Future	AM PM	0.749 C 0.674 B		0.751 C 0.676 B		0.002 0.002			

ATTACHMENT B
Significant Transportation Impact Thresholds

Level of Service	Projected Future Volume to Capacity Ratio (V/C), Including Project	Project-Related Impact ($\Delta V/C$)
C	between 0.701 and 0.800	≥ 0.040
D	between 0.801 and 0.900	≥ 0.020
E, F	≥ 0.901	≥ 0.010

EXHIBIT D

ENVIRONMENTAL CLEARANCE

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY
City of Los Angeles

COUNCIL DISTRICT
CD 4 - DAVID RYU

PROJECT TITLE
ENV-2015-3597-MND

CASE NO.
CPC-2015-3596-ZC-CU-SPR-ZV

PROJECT LOCATION
12828 W RIVERSIDE DR

PROJECT DESCRIPTION

The project proposes the new construction, use, and maintenance of a four-story, 49-foot, 10-inch high hotel with 94 guest rooms, comprised of approximately 46,860 square feet of floor area on a 20,131 square-foot site (gross lot area). The proposed building will provide a total of 61 automobile parking spaces and 10 bicycle parking spaces. The project will involve the grading and export of approximately 15,194 cubic yards of dirt to accommodate two subterranean levels of parking. The project site is currently improved with a surface parking lot, to be removed as part of the proposed development.

The requested entitlements are for: (1) a Zone Change from (T)(Q)C2-1VL-RIO to RAS4-1VL-RIO in conformance with the General Commercial land use designation of the Van Nuys – North Sherman Oaks Community Plan; (2) a Conditional Use Permit to allow a hotel use within the RAS4 Zone; (3) Site Plan Review for a development project consisting of 50 or more guest rooms; and (4) a Variance to allow the loading space required for the proposed hotel building to be provided on a lot adjoining the project site instead of on the same lot as the project site.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY

12828 MOB, LLC c/o Philip Ho
11500 W. Olympic Blvd., Suite 345
Los Angeles, CA 90064

FINDING:

The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance

(CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM

TITLE

TELEPHONE NUMBER

COURTNEY SHUM

Planning Assistant

(818) 374-5058

ADDRESS

SIGNATURE (Official)

DATE

200 N. SPRING STREET, 7th FLOOR
LOS ANGELES, CA. 90012



DECEMBER 30, 2015

I-10. Aesthetics (Landscape Plan)

- Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- All landscaped areas shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect in accordance with LAMC Sections 12.40 and 12.41. The final landscape plan shall be reviewed and approved by the City of Los Angeles Department of City Planning during the building permit process.

III 0. Air Filtration

-
- The project will result in land use and/or planning impact(s). However, the impact(s) can be reduced to a less than significant level through compliance with the following measure: *An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 12, to the satisfaction of the Department of Building and Safety.

IV-20. Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas)

- The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).
- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
- Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
- Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
- The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

IV-70. Tree Removal (Non-Protected Trees)

- Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division, Bureau of Street Services, Department of Public Works.

VI 0. Geotechnical Report

-
- - Prior to issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil strength loss, estimate of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. - The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

XII-20. Increased Noise Levels (Demolition, Grading, and Construction Activities)

-
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

XII-170. Severe Noise Levels (Residential Fronting on Major or Secondary Highway, or adjacent to a Freeway)

- Environmental impacts to future occupants may result from this project's implementation due to mobile noise. However, these impacts will be mitigated to a less than significant level by the following measures:
- All exterior windows having a line of sight of a Major or Secondary Highway shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Class (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.
- The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

XIV-10. Public Services (Fire)

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal fire protection facilities. However, this potential impact will be mitigated to a less than significant level by the following measure:
- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

XIV-20. Public Services (Police – Demolition/Construction Sites)

-
- Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

XIV-30. Public Services (Police)

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a less than significant level by the following measure:
- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

XIV-40. Public Services (Construction Activity Near Schools)

- Environmental impacts may result from project implementation due to the close proximity of the project to a school. However, the potential impact will be mitigated to a less than significant level by the following measures:
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- The developer and contractors shall maintain ongoing contact with the administrator of Chandler Learning Academy. The administrative offices shall be contacted when demolition, grading and construction activity begins on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY
and CHECKLIST
(CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICT: CD 4 - DAVID RYU	DATE:
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2015-3597-MND	RELATED CASES: CPC-2015-3596-ZC-CU-SPR-ZV	
PREVIOUS ACTIONS CASE NO.:	<input type="checkbox"/> Does have significant changes from previous actions. <input checked="" type="checkbox"/> Does NOT have significant changes from previous actions.	
PROJECT DESCRIPTION: NEW 4-STY , 94-ROOM HOTEL		
ENV PROJECT DESCRIPTION: <p>The project proposes the new construction, use, and maintenance of a four-story, 49-foot, 10-inch high hotel with 94 guest rooms, comprised of approximately 46,860 square feet of floor area on a 20,131 square-foot site (gross lot area). The proposed building will provide a total of 61 automobile parking spaces and 10 bicycle parking spaces. The project will involve the grading and export of approximately 15,194 cubic yards of dirt to accommodate two subterranean levels of parking. The project site is currently improved with a surface parking lot, to be removed as part of the proposed development.</p> <p>The requested entitlements are for: (1) a Zone Change from (T)(Q)C2-1VL-RIO to RAS4-1VL-RIO in conformance with the General Commercial land use designation of the Van Nuys – North Sherman Oaks Community Plan; (2) a Conditional Use Permit to allow a hotel use within the RAS4 Zone; (3) Site Plan Review for a development project consisting of 50 or more guest rooms; and (4) a Variance to allow the loading space required for the proposed hotel building to be provided on a lot adjoining the project site instead of on the same lot as the project site.</p>		
ENVIRONMENTAL SETTINGS: <p>The subject property is a generally level, irregularly-shaped parcel of land totaling 20,131 square feet (0.46 acres), consisting of two lots. The site is located within the Van Nuys – North Sherman Oaks Community Plan with a land use designation of General Commercial, and is currently zoned (T)(Q)C2-1VL-RIO. The subject property has an approximately 165-foot frontage along Riverside Drive (a designated Avenue I) to a maximum depth of approximately 127 feet. There are three Eucalyptus trees currently on-site, all of which are proposed for removal. No tree proposed for removal is a protected tree.</p> <p>The project site is currently improved with a 53-space surface parking lot accessed from Riverside Drive via a driveway located on the property immediately to the west of the project site at 12840 W. Riverside Drive, which is under common ownership with the subject property. The surface parking lot is open to the public, and does not provide any of the parking spaces required for the medical office building located at 12840 W. Riverside Drive.</p> <p>Surrounding properties are within the PF-1XL, [Q]R3-1, P-1VL-RIO, (Q)C1-1VL-RIO, C1.5-1VL-RIO, and (Q)CR-1VL-RIO Zones, and are characterized by generally level topography and improved streets. The surrounding properties are variously developed with office buildings and multi-family residential buildings. The property adjoining the subject property to the south is within the PF-1XL Zone, and contains the 101 Freeway. The freeway right-of-way contains an approximately 25- to 50-foot wide landscape buffer directly adjoining the subject property's southerly property line. Separating this landscape buffer from the freeway roadway is the freeway's northbound exit ramp from Coldwater Canyon Avenue. The freeway property slopes up from the subject property. The property adjoining the subject property to the west is within the P-1VL-RIO and C1.5-1VL-RIO Zones. The P-1VL-RIO-zoned portion of the neighboring property directly adjoins the subject property's westerly property line, and is improved with a parking booth and asphalt paved-driveway. The C1.5-1VL-RIO-zoned portion of the neighboring property is improved with a 5-story medical office building. The parking booth/driveway area provides access to the medical office building's parking area as well as to the subject property (see above). The property adjoining the northerly side of Riverside Drive opposite the subject property is within the [Q]R3-1 Zone and is improved with a 59-unit, 4-story apartment complex. The property adjoining the subject property to the east is within the (Q)C1-1VL-RIO Zone and is improved with a two-story office building. The property to the east of the two-story office building is within</p>		

the (Q)CR-1VL-RIO Zone and is improved with a three-story office building. There are no parks or schools within 500 feet of the project site. However, Riverside Drive Elementary School is located approximately 0.22 miles (approximately 1,150 feet) west of the project site. The Los Angeles River is located approximately 800 feet northeast of the subject site.

The subject site is located in the Los Angeles River Improvement Overlay District. The proposed project is not subject to any site-specific General Plan Footnotes, nor is it within any specific plan. The site is not located within a Bureau of Engineering-designated Special Grading Area or Hillside Area. The site is not located within an Alquist-Priolo Fault Zone, but it is located within 3.77 kilometers (2.34 miles) from the Hollywood Fault. The site is not located within a high fire hazard zone, flood zone, methane hazard site, landslide, or tsunami inundation zone. However, it is located within a designated liquefaction area.

PROJECT LOCATION:

12828 W RIVERSIDE DR

COMMUNITY PLAN AREA: VAN NUYS - NORTH SHERMAN OAKS STATUS: <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	AREA PLANNING COMMISSION: SOUTH VALLEY	CERTIFIED NEIGHBORHOOD COUNCIL: NONE
EXISTING ZONING: (T)(Q)C2-1VL-RIO	MAX. DENSITY/INTENSITY ALLOWED BY ZONING: 1 guest room / 200 sq. ft.	LA River Adjacent:
GENERAL PLAN LAND USE: GENERAL COMMERCIAL	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: 1 guest room / 200 sq. ft.	
	PROPOSED PROJECT DENSITY: 94 guest rooms	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

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



Planning Assistant

(818) 374-5058

Signature

Title

Phone

Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input checked="" type="checkbox"/> AESTHETICS	<input type="checkbox"/> GREEN HOUSE GAS EMISSIONS	<input type="checkbox"/> POPULATION AND HOUSING
<input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES	<input type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS	<input checked="" type="checkbox"/> PUBLIC SERVICES
<input checked="" type="checkbox"/> AIR QUALITY	<input type="checkbox"/> HYDROLOGY AND WATER QUALITY	<input type="checkbox"/> RECREATION
<input checked="" type="checkbox"/> BIOLOGICAL RESOURCES	<input type="checkbox"/> LAND USE AND PLANNING	<input type="checkbox"/> TRANSPORTATION/TRAFFIC
<input type="checkbox"/> CULTURAL RESOURCES	<input type="checkbox"/> MINERAL RESOURCES	<input type="checkbox"/> UTILITIES AND SERVICE SYSTEMS
<input checked="" type="checkbox"/> GEOLOGY AND SOILS	<input checked="" type="checkbox"/> NOISE	<input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:

12828 MOB, LLC c/o Philip Ho

PHONE NUMBER:

(310) 445-4637

APPLICANT ADDRESS:

11500 W. Olympic Blvd., Suite 345
Los Angeles, CA 90064

AGENCY REQUIRING CHECKLIST:

Department of City Planning

DATE SUBMITTED:

10/01/2015

PROPOSAL NAME (if Applicable):

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
--------------------------------	--	------------------------------	-----------

I. AESTHETICS

a.	Have a substantial adverse effect on a scenic vista?				✓
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?		✓		
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓	

II. AGRICULTURE AND FOREST RESOURCES

a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?				✓
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d.	Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

III. AIR QUALITY

a.	Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✓	
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✓	
d.	Expose sensitive receptors to substantial pollutant concentrations?		✓		
e.	Create objectionable odors affecting a substantial number of people?			✓	

IV. BIOLOGICAL RESOURCES

a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		✓		
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				✓
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			✓	
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		✓		
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

V. CULTURAL RESOURCES

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?			✓
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		✓	
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓	
d.	Disturb any human remains, including those interred outside of formal cemeteries?		✓	

VI. GEOLOGY AND SOILS

a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			✓
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?		✓	
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?	✓		
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?			✓
e.	Result in substantial soil erosion or the loss of topsoil?		✓	
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	✓		
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		✓	
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			✓

VII. GREEN HOUSE GAS EMISSIONS

a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		✓	
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		✓	

VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		✓	
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		✓	
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?		✓	
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✓
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			✓
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓
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IX. HYDROLOGY AND WATER QUALITY

a.	Violate any water quality standards or waste discharge requirements?			✓	
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✓	
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
f.	Otherwise substantially degrade water quality?			✓	
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			✓	
j.	Inundation by seiche, tsunami, or mudflow?				✓

X. LAND USE AND PLANNING

a.	Physically divide an established community?				✓
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓

XI. MINERAL RESOURCES

a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

XII. NOISE

a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		✓		
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓
XIII. POPULATION AND HOUSING					
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓
XIV. PUBLIC SERVICES					
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?		✓		
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?		✓		
c.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?		✓		
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?			✓	
e.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities?			✓	
XV. RECREATION					
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	
XVI. TRANSPORTATION/TRAFFIC					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✓	

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?		✓	
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			✓
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		✓	
e.	Result in inadequate emergency access?			✓
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓

XVII. UTILITIES AND SERVICE SYSTEMS

a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?		✓	
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		✓	
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		✓	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?		✓	
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?		✓	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?		✓	
g.	Comply with federal, state, and local statutes and regulations related to solid waste?		✓	

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓	
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		✓	
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓	

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2015-3597-MND** and the associated case(s),

CPC-2015-3596-ZC-CU-SPR-ZV. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org> ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shmp/> Engineering/Infrastructure/Topographic Maps/Parcel Information - <http://boemaps.eng.ci.la.ca.us/index01.htm> or City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
COURTNEY SHUM	Planning Assistant	(818) 374-5058	12/03/2015

Impact?	Explanation	Mitigation Measures
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APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS

a.	NO IMPACT	A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. Diminishment of a scenic vista would occur if the build or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected. However, because the proposed project is an infill development in an already built out neighborhood and there are no identified scenic vistas within its proximity, it will have no impact on a scenic vista.	
b.	NO IMPACT	A significant impact would occur if the proposed project would substantially damage scenic resources within a State Scenic Highway. The City of Los Angeles' General Plan Transportation Element (Map E: Scenic Highways in the City of Los Angeles) indicates that no City-designated scenic highways are located near the project site. Therefore, no impacts related to scenic highways would occur. No impact is anticipated.	
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	A significant impact would occur if the proposed project would substantially degrade the existing visual character or quality of the project site and its surroundings. Significant impacts to the visual character of a site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area. The proposed project is located in an area already developed with commercial and multi-family residential land uses. However, the proposed 4-story, 49'-10" in height, 94-guest room hotel project is introducing a higher intensity use than currently exists on-site with greater building mass and height. The	I-10 Per Mitigation Measure I-10, the applicant is required to submit a landscape plan, including an automatic irrigation plan to reduce potential impacts to less-than-significant levels.

Impact?	Explanation	Mitigation Measures
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		project is required to comply with landscaping guidelines of the Los Angeles River Improvement Overlay District (LA-RIO) plan per Ordinance Nos. 183144 and 183145. In addition, planting of new landscaping will help minimize impacts on the character and aesthetics of the neighborhood to a less-than-significant level.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. The project site and surrounding area are highly urbanized and contain numerous sources of nighttime lighting, including streetlights, security lighting, illuminated signage, indoor building illumination (light emanating from the interior of structures that passes through windows), and automobile headlights. In addition, glare is a common phenomenon in the Southern California area due mainly to the occurrence of a high number of days per year with direct sunlight and the highly urbanized nature of the region, which results in a large concentration of potentially reflective surfaces. The potentially reflective surfaces introduced by the project include new windows at the project site and automobiles traveling on streets in the vicinity of the project site. The proposed development project is not likely to contain light sources beyond the lighting typical of hotel development. Therefore, impacts are expected to be less than significant.	

II. AGRICULTURE AND FOREST RESOURCES

a.	NO IMPACT	A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses, or related operations are present within the project site or surrounding area. Due to its urban setting, the project site and surrounding area are not included in the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the proposed project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur.	
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Impact?	Explanation	Mitigation Measures
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b.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing agricultural zoning or agricultural parcels enrolled under the Williamson Act. The site is not zoned for agricultural uses and does not hold a Williamson Act contract. Therefore, no impacts would occur.	
c.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning for, or caused rezoning of forest land or timberland or resulted in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. The proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	
d.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning for, or caused rezoning of forest land or timberland or result in the loss of forest land or in the conversion of forest land to non-forest use. The project site and surrounding area are not zoned for forest land or timberland. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	
e.	NO IMPACT	A significant impact would occur if the proposed project caused the conversion of farmland to non-agricultural use. The project site does not contain farmland, forestland, or timberland. Therefore, no impacts would occur.	

III. AIR QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	The project will not conflict with or obstruct any air quality plan. The project has the potential to contribute to a reduction in air quality by generating additional trips to the site; however, it does not reach the established threshold of potential significance for air quality per the South Coast Air Quality Management District (SCAQMD). The proposed project for the development of a 94-guest room hotel would constitute a negligible percentage of the City's forecasted growth through 2020. The project will be required to meet SCAQMD District Rule 403 as well as the City's requirements for	
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Impact?	Explanation	Mitigation Measures
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		demolition, grading, and construction related air pollution. Impacts will be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	The project will produce fugitive dust and mobile source emissions as a result of construction activities, which will be controlled on-site by existing AQMD regulations. The SCAQMD handbook states that if a proposed project is five acres or less and does not require additional construction activities such as major cut-and-fill, or excavation for sub-grade levels or parking, or demolition of a structure taller than 50 feet, the lead agency can use the applicable sample construction scenario to represent the emissions and impacts from the proposed project. The construction scenario for this project concludes that localized air quality impacts during construction do not exceed any applicable Localized Significance Thresholds (LSTs). The project is also expected to generate operational emissions from energy use and mobile source emissions from additional vehicle trips, but the project's operational emissions would not be considered potentially significant.	
c.	LESS THAN SIGNIFICANT IMPACT	The project will produce fugitive dust and mobile source emissions as a result of construction activity. The proposed project and the whole of the Los Angeles metropolitan area are located within the Basin, which is characterized by relatively poor air quality. The Basin is currently classified as a federal and State non-attainment area for ozone (O3), respirable particulate matter (PM10), PM2.5, and lead (Pb) and a federal attainment/maintenance area for carbon monoxide (CO). It is classified as a State attainment area for CO, and it currently meets the federal and State standards for nitrogen oxide (NO2), sulfur oxides (SOX), and Pb. Because the Basin is designated as a State and/or federal nonattainment air basin for O3, PM10, PM2.5, and NO2, there is an on-going regional cumulative impact associated with these pollutants. However, an individual project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. This magnitude is determined by the project-level significance thresholds	

Impact?	Explanation	Mitigation Measures
	established by SCAQMD. Operational and construction regional emissions would not likely exceed the project-level SCAQMD localized significance thresholds for criteria air pollutants. Nonetheless, emissions will be controlled on-site by existing AQMD regulations (Rule 403) and CARB standards for vehicle emissions. As such, cumulative impacts will be less than significant.	
d. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Nearby sensitive receptors include residential and health care/medical uses within the vicinity of the project site. The project is subject to demolition, grading, and construction standards to mitigate air pollution and dust impacts. Additionally, the project is not expected to contribute to pollutant concentrations or expose surrounding residences and other sensitive receptors to substantial pollutant concentrations. Therefore, construction and operation of the project would result in a less than significant impact for both localized and regional air pollution emissions. However, due to the project site's proximity to the 101 Freeway, air quality health risks could occur at the project site that exceed appropriate standards. Implementation of Mitigation Measure III-0 would ensure that air quality health risks would be less than significant.	III 0 In order to mitigate any potential air quality concerns, the project shall comply with the air filtering requirements included in Mitigation Measure III-0.
e. LESS THAN SIGNIFICANT IMPACT	Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction types and temporary in nature. Further, SCAQMD Rule 1113 limits the amount of VOCs from architectural coatings and solvents, so construction activities and materials are not expected to create significant objectionable odors. Construction of the proposed project would not cause an odor nuisance. According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment	

Impact?	Explanation	Mitigation Measures
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	plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The hotel use proposed for the project is not expected to create or emit objectionable odors beyond those typical of residential developments. Therefore, environmental impacts creating objectionable odors affecting a substantial number of people are less than significant.	
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IV. BIOLOGICAL RESOURCES

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>The project site is currently improved with a surface parking lot and does not provide critical habitat. There are approximately three non-protected Eucalyptus trees on the site proposed for removal for necessary site grading, earthwork, and building construction. The removal and replacement of trees would be subject to the review and approval of the Board of Public Works, Urban Forestry Division. the project site also does not contain any wetlands and/or critical habitat or support any species identified as a candidate, sensitive, or special status species by the California Department of Fish and Game or U.S. Fish and Wildlife Service. nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10) and Section 3503 of the California Department of Fish and Game Code. Thus, the project applicant shall comply with Mitigation Measures IV-20 and IV-70 as part of the proposed project to ensure that no significant impacts to nesting birds would occur. With mitigation, the proposed project would have a less-than-significant impact on sensitive biological species or habitat.</p>	<p>IV-20, IV-70 Implementation of Mitigation Measures IV-20 and IV-70 would reduce any potential impacts associated with the removal of trees to a less-than-significant level.</p>
b.	NO IMPACT	<p>A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The subject property is located approximately 800 feet from the LA River, but the project site does not contain any riparian habitat. Therefore, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California</p>	

Impact?		Explanation	Mitigation Measures
		Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS), and no impacts would occur.	
c.	NO IMPACT	A significant impact would occur if federally protected wetlands would be modified or removed by a project. The project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The project site is located in a highly urbanized area. Therefore, the proposed project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, and no impacts would occur.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the highly urbanized nature of the project site and surrounding area, the lack of a major water body, and the limited number of trees, the project site does not support habitat for native resident or migratory species or contain native nurseries. Therefore, the proposed project would not interfere with wildlife movement or impede the use of native wildlife nursery sites, and no impact would occur.	
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project will remove 3 on-site Eucalyptus trees. There are no protected trees located on the site; however, there are trees which have an 8-inch or greater diameter which will be removed. Incorporation of the following mitigation measure will reduce the impacts of the project to a less than significant level.	IV-70 Implementation of the above mitigation measures would reduce any potential impacts associated with the removal of trees to a less than significant level.
f.	NO IMPACT	The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan, and no impacts would occur.	

Impact?	Explanation	Mitigation Measures
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V. CULTURAL RESOURCES

a.	NO IMPACT	A significant impact would occur if the proposed project would substantially alter the environmental context of, or remove any identified historical resources. The project site includes the removal of a surface parking lot that has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Place, California Register of Historical Resources, and the Los Angeles Historic-Cultural Monuments Register. In addition, the site was not found to be a potential historic resource or have any significant architectural features, based on the City's SurveyLA findings. Therefore, no impacts would occur.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as meeting the criteria for or constituting unique historical resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories. Given the archaeological sensitivity of the general area, there is a possibility that unknown, subsurface archaeological resources may exist at the project site. Project-related excavation for the subterranean levels and building footing may have the potential to uncover archaeological resources. However, if archaeological resources are found during excavation, the project will be required to follow procedures as detailed in the California Public resources Code Section 21083.2. Therefore, the impact would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if a known or unknown paleontological resource or unique geologic feature would be removed, altered, or destroyed as a result of the proposed development. Given the paleontological sensitivity of the general area, there is a possibility that unknown, subsurface paleontological resources may exist at the project site. Project-related excavation for the subterranean levels and building footing	

Impact?	Explanation	Mitigation Measures
	may have the potential to uncover paleontological resources. However, If paleontological resources are found during excavation, the project will need to follow procedure as detailed in the California Public Resources Code 5097.5 and 30244. Therefore, the impact would be less than significant.	
d.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. Human remains could be encountered during excavation and grading activities associated with the proposed project. While no formal cemeteries, other places of human internment, or burial grounds or sites are known to occur within the project area, there is always a possibility that human remains can be encountered during excavation and construction. If human remains are found, the project will need to follow procedures as detailed in the California Health and Safety Code Section 7050.5. If human remains of Native American origin are discovered during project construction, compliance with state laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposal of Native American burials will be adhered to. Therefore, the impact would be less than significant.</p>	
VI. GEOLOGY AND SOILS		
a.	<p>NO IMPACT</p> <p>A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to ZIMAS, the project site is not located within an Alquist-Priolo Fault Zone and is located 3.8 kilometers (2.4 miles) from the nearest fault (Hollywood). The proposed project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. Therefore, no impacts would occur.</p>	

Impact?	Explanation	Mitigation Measures
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b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Consequently, development of the proposed project could expose people and structures to strong seismic ground shaking. However, the proposed project would be designed and constructed in accordance with State and local building codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. The proposed project would be required to comply with the California Department of Conservation, Division of Mines and Geology (GDMG) Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California (1997), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC) and the LAMC. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.</p>	
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>Based upon the criteria established in the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a proposed project site is located within a liquefaction zone. According to ZIMAS and the City of LA's Environmental and Public Facilities Maps (1996), the project site is located within a liquefaction area. Liquefaction is a form of earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. The project proposes a two-level subterranean garage that requires removal of approximately 15,194 cubic yards of dirt. The project may expose people or structures to potential adverse effects related to liquefaction. However, the referenced mitigation measure, seismic standards, and code requirements will reduce the impacts to a less-than-significant level.</p>	<p>VI 0 The project shall comply with all mitigation conditions within the Soils Report Approval Letter, and as it may be subsequently amended or modified by the Department of Building and Safety's Grading Division.</p>

Impact?	Explanation	Mitigation Measures
NO IMPACT	A significant impact would occur if the proposed project would be implemented on a site that would be located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. The subject site is not located in a designated landslide zone per ZIMAS, nor is it located within an area of historically earthquake-induced landslides. Landslides on the site are not anticipated based on the area's relatively flat terrain. Therefore, the proposed project would not expose people or structures to potential effects resulting from landslides, and no impacts would occur.	
LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. Construction of the proposed project would result in ground surface disturbance during site clearance, excavation, and grading, which could create the potential for soil erosion to occur. Site preparation would require removal of all vegetation, any unsuitable fill, and asphalt and concrete paving, exposing pervious surfaces to wind and rainfall. In addition, excavation activities would be necessary to accommodate the proposed project, which would include two subterranean levels of parking. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQCB) through the City's Stormwater Management Division. In addition, the proposed project would be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. In addition, all on-site grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, and conditions imposed by the City of Los Angeles Department of Building and Safety's Soils Report Approval Letter. Therefore, a less than significant impact would occur with respect to erosion or loss of topsoil.	

Impact?	Explanation	Mitigation Measures
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f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. According to ZIMAS and the City of LA's Environmental and Public Facilities Maps (1996), the project site is located within a liquefaction area. Liquefaction is a form of earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. The project proposes a two-level subterranean garage that requires removal of approximately 15,194 cubic yards of dirt. The project may expose people or structures to potential adverse effects related to liquefaction. However, the referenced mitigation measure, seismic standards, and code requirements will reduce the impacts to a less-than-significant level.</p>	<p>VI 0 The project shall comply with all mitigation conditions within the Soils Report Approval Letter, and as it may be subsequently amended or modified by the Department of Building and Safety's Grading Division.</p>
g.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation of design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Soils on the project site may have the potential to shrink and swell resulting from changes in the moisture content. However, the proposed project would be required to comply with the requirements of the UBC, LAMC, and other applicable building codes. Compliance with such requirements would reduce impacts related to expansive soils, and impacts would be less than significant.</p>	
h.	NO IMPACT	<p>A project would have a significant impact if adequate wastewater disposal is not available. The project site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The proposed project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.</p>	

VII. GREEN HOUSE GAS EMISSIONS

Impact?	Explanation	Mitigation Measures
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a.	LESS THAN SIGNIFICANT IMPACT	<p>The most common contributors to GHG emissions result from transportation and the consumption of fossil fuels. The project is expected to consume additional fossil fuel resources through electrical and natural gas usage, as well as generate additional mobile source emissions by introducing new vehicle trips. However, it is not possible to predict the impact on global climate change resulting from this specific and relatively small incremental increase in emissions due to the project's operation. Additionally, the proposed project includes features which will reduce the consumption of fossil fuels, such as compliance with the Los Angeles Green Building Program and the California Building Code, and as an infill development, thereby reducing consumption of fossil fuels in vehicles. Therefore, the project is expected to have a less than significant impact on the effect of GHGs on the environment.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>The project is expected to consume additional fossil fuel resources through electrical and natural gas usage, as well as generate additional mobile source emissions by introducing new vehicle trips. However, the project is consistent with existing greenhouse gas reduction plans or policies which support AB 32 (California Global Warming Solutions Act), including the California Building Code, the Los Angeles Green Building Program, and as an infill housing project. Since the project is consistent with these GHG reduction policies, it is expected to have a less than significant impact.</p>	

VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	LESS THAN SIGNIFICANT IMPACT	<p>The proposed hotel use of the site is not expected to require the routine transport, use, or disposal of hazardous materials other than modest amounts of cleaning supplies for housekeeping and janitorial purposes. Construction could involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, these materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Therefore, impacts on the public or environment through the routine transport, use, or disposal of hazardous</p>	
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Impact?	Explanation	Mitigation Measures
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		materials would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The existing surface parking lot on the project site does not contain any structures that are likely to contain asbestos-containing materials or lead-based paint. However, If such materials are found, compliance with existing State laws regarding removal would be required. With this compliance, the proposed project would result in a less than significant impact related to asbestos and lead-based paint.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would result in the release, emission, handling, and disposal of hazardous materials within one-quarter mile of an existing school. Riverside Drive Elementary School is located approximately 0.22 miles from the project site to the west. The proposed project would provide for a new hotel development. Hotel uses would be expected to use and store very small amounts of hazardous materials, such as paints, solvents, cleaners, pesticides, etc. Nevertheless, all hazardous materials within the project site would be acquired, handled, used, stored, transported, and disposed of in accordance with all federal, State, and local requirements. Therefore, project impacts would be less than significant.	
d.	NO IMPACT	A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted or have been completed under DTSC's oversight. A review of EnviroStor did not identify any records of hazardous waste facilities on the project site.	

Impact?	Explanation	Mitigation Measures
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		Therefore, the proposed project would not be located on a site that is included on a list of hazardous materials sites or create a significant hazard to the public or the environment, and no impact would occur.	
e.	NO IMPACT	The project site is not located in an airport land use plan area, or within two miles of any public or public use airports or private air strips. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.	
f.	NO IMPACT	The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.	
g.	NO IMPACT	The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.	
h.	NO IMPACT	A significant impact would occur if the proposed project exposed people and structures to high risk or wildfire. The project site is located in a highly urbanized area of the City. The area surrounding the project site is completely developed. Accordingly, the project site and the surrounding area are not subject to wildland fires, nor is the site located within a fire hazard zone. Therefore, the proposed project would not expose people or structures to a risk of loss, injury, or death involving wildland fires, and no impact would occur.	

IX. HYDROLOGY AND WATER QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	The proposed project site is located approximately 800 feet from the LA River. Construction of the project would require earthwork activities, including grading of the project site, and the construction and operation of the project may result in	
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Impact?	Explanation	Mitigation Measures
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		run-off from the site impacting water quality standards or waste discharge requirements. However, the project will be required to comply with existing City regulations regarding construction, grading and dust control measures, including Low Impact Development (LID), Best Management Practices (BMPs) and Standard Urban Stormwater Mitigation Plan (SUSMP) requirements to reduce the discharge of polluted runoff from the project site. Therefore, any impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	The project will reduce the current permeable area of the project site, but is expected to provide pervious surfaces in the landscaped areas of the site and comply with LID and SUSMP regulations for groundwater infiltration and recharge. Therefore, construction activities and operation of the building would not substantially deplete groundwater supplies or interfere with groundwater recharge.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation would result. The project site is located approximately 800 feet from the Los Angeles River. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. Therefore, the proposed project would result in a less than significant impact related to the alteration of drainage patterns and on- or off-site erosion or siltation.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river such that flooding would result. As discussed above, the project site is located approximately 800 feet from the Los Angeles River. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Since the project site is almost entirely impervious, impermeable surfaces resulting from the	

Impact?	Explanation	Mitigation Measures
	development of the project would not substantially change the volume of storm water runoff in a manner that would result in flooding on- or off-site. Accordingly, significant alterations to existing drainage patterns within the site and surrounding area would not occur. Therefore, the proposed project would result in less than significant impacts related to the alteration of drainage patterns and on- or off-site flooding.	
e. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the project site, or if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system. Development of the proposed project would maintain existing drainage patterns (since the site is currently substantially paved); site-generated surface water runoff would continue to flow to the City's storm drain system. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, water runoff after development would not exceed the capacity of existing or planned drainage systems. Therefore, the proposed project would result in less than significant impacts related to existing storm drain capacities or water quality.	
f. LESS THAN SIGNIFICANT IMPACT	Construction of the project would require earthwork activities, including grading of the project site, and the construction and operation of the project may result in run-off from the site impacting water quality standards or waste discharge requirements. However, the project will be required to comply with existing City regulations regarding construction, grading and dust control measures, including Low Impact Development (LID), Best Management Practices (BMPs) and SUSMP requirements to reduce the discharge of polluted runoff from the project site. Therefore, any impacts would be less than significant.	
g. NO IMPACT	A significant impact would occur if the proposed project would be located within a 100-year floodplain or would impede or redirect flood flows. The project site is not located in any designated Flood Zone per ZIMAS. Therefore, no impact related to flood zones would occur.	

Impact?	Explanation	Mitigation Measures
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h.	NO IMPACT	A significant impact would occur if the proposed located would be located within a 100-year floodplain or would impede or redirect flood flows. The project site not located in any designated Flood Zone per ZIMAS. Therefore, no impact related to flood zones would occur.	
i.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to flooding as a result of the failure of a levee or dam. The project site is located within an area identified as at-risk for inundation, per the City of LA Environmental and Public Facilities Map, 1996. However, the project is not expected to impact existing aquifers or groundwater levels. In addition, the project will be required to comply with existing City regulations, including Low Impact Development (LID), Best Management Practices (BMPs) and Standard Urban Stormwater Mitigation Plan (SUSMP) requirements for on-site filtration and groundwater recharge. Therefore, any impacts would be less than significant.	
j.	NO IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to inundation by seiche, tsunami, or mudflow. The project site and the surrounding areas are not located near a water body to be inundated by seiche and is not located within a tsunami inundated zone per the City of LA Environmental and Public Facilities Map, 1996 and LA Flood Hazard Map, 1998. Therefore, the project would have no impact related to inundation by seiche, tsunami, or mudflow.	

X. LAND USE AND PLANNING

a.	NO IMPACT	A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The proposed density and hotel use are consistent with the surrounding area, as well as the land use designation and proposed zoning of the project site and surrounding area. The proposed project, which would involve the construction of a new 94-guest room hotel development in an urbanized area in Los	
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Impact?	Explanation	Mitigation Measures
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		Angeles, would not divide an established community. Therefore, no impact would occur.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The site is located within the Van Nuys - North Sherman Oaks Community Plan Area, with a land use designation of General Commercial and current zoning of (T)(Q)C2-1VL-RIO. The proposed project would be comprised of 94 guest rooms. The proposed project differs from the one approved per the APCS-2003-1756-ZC-BL case that created the current zoning. However, the project is requesting a zone change approval to RAS4-1VL-RIO pursuant to LAMC Section 12.32 F that would allow a density of up to 100 guest rooms. In addition, the applicant is requesting a Conditional Use Permit to allow a hotel use within the RAS4 zone, Site Plan Review for a development project consisting of 50 or more guest rooms, and a Zone Variance to allow the required loading space on a lot adjoining the project site instead of on the same lot as the project site. Therefore, with approval of the requested entitlements, the project will be consistent with the proposed zoning and land use designation and impacts will be less than significant.	
c.	NO IMPACT	A significant impact would occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan. The project site is located in an urbanized area of Los Angeles, and no conservation plans apply to the project site or area. Therefore, no impact would occur.	
XI. MINERAL RESOURCES			
a.	NO IMPACT	A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits. The project site is currently designated for General Commercial and not as a mineral	

Impact?	Explanation	Mitigation Measures
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		extraction land use. In addition, the project site is located in an urban setting which is already developed primarily with residential and commercial land uses, and is therefore not likely to be a suitable site for mining of any sort, surface or otherwise. The project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.	
b.	NO IMPACT	A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not delineated on the City's General Plan Framework, Van Nuys - North Sherman Oaks Community Plan, or any other land use plan as a locally-important mineral resource recovery site. Therefore, no impacts are anticipated.	

XII. NOISE

a.	LESS THAN SIGNIFICANT IMPACT	<p>The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction noise for the project will cause a temporary increase in the ambient noise levels, but will be subject to LAMC Sections 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) and 41.40 (Noise Due to Construction, Excavation Work -- When Prohibited) regarding construction hours and construction equipment noise thresholds. The project shall also comply with the City of Los Angeles Noise Ordinance Nos. 144,331 and 161,574, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible. Therefore, impacts are less than significant.</p>	
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Impact?	Explanation	Mitigation Measures
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>Construction activities can generate varying degrees of vibration, depending on the construction procedures and type of construction equipment used. High levels of vibration may cause physical personal injury or damage to buildings. However, vibrations rarely affect human health. The operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Unless heavy construction activities are conducted extremely close (within a few feet) to the neighboring structures, vibrations from construction activities rarely reach the levels that damage structures. However, with mitigation, the proposed project would result in a less-than-significant impact related to construction vibration.</p> <p>XII-20 Any potential impacts relating to noise and construction vibration will be reduced to a less-than-significant level by Mitigation Measure XII-20.</p>
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>A significant impact would occur if the project caused a substantial permanent increase in noise levels above existing ambient levels. The project site is adjacent to the 101 Freeway, which may impact future occupants due to mobile noise. Mitigation Measure XII-170 will ensure that the project will have a less than significant impact.</p> <p>XII-170 Any potential impacts relating to freeway-generated noise will be reduced to a less-than-significant level by Mitigation Measure XII-170.</p>
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>A temporary increase in noise levels is expected to occur during the construction phase, due to the heavy construction equipment and related construction activity, and could be audible to the closest residents to the project site. However, the duration of construction activities on the proposed site are expected to be short-term. Chapter IV, Article 1, Section 41.40 of the LAMC establishes permitted construction/demolition hours. Mitigation measures to reduce noise from construction impact will reduce any potentially significant noise impacts related to construction activity to less than significant.</p> <p>XII-20 Any potential impacts relating to construction noise will be reduced to a less-than-significant level by Mitigation Measure XII-20.</p>
e.	NO IMPACT	<p>A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a public airport or public use airport. The proposed project is not located within two miles of a public airport or public use airport.</p>

Impact?	Explanation	Mitigation Measures
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		Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a public airport or public use airport. Therefore, no impact would occur.	
f.	NO IMPACT	A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a private airstrip. The proposed project is not within the vicinity of a private airstrip. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a private airstrip. Therefore, no impact would occur.	

XIII. POPULATION AND HOUSING

a.	LESS THAN SIGNIFICANT IMPACT	The project is located in a highly urbanized area. the proposed project is for the construction of a hotel containing 94 guest rooms within an urbanized and developed area in the Van Nuys - North Sherman Oaks Community Plan. the proposed project would not generate any new residents to the area. Therefore, the project has a less-than-significant impact to the area.	
b.	NO IMPACT	The project site contains a surface parking lot; therefore, no displacement of existing housing would occur with the project. No impact would occur.	
c.	NO IMPACT	The project site contains a surface parking lot; therefore, no displacement of people would occur. No impact would occur.	

XIV. PUBLIC SERVICES

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the proposed project, necessitating a new or physically altered station. The project site is serviced by Fire Station 78 at 4041 Whitsett Avenue, approximately 1.3 miles southeast of the project site. This is below the 1.5 maximum Response Distance for Engine Companies for Neighborhood Land Uses identified in the LA CEQA Thresholds Guide. The proposed project is not located in a brush hazard area and is not proposing to use, manufacture, or store toxic, readily combustible, or otherwise hazardous material outside the materials typically associated with hotel uses. However,	XIV-10 Fire Department review of the building plans and site layout will ensure that the project adequately meets fire protection standards to mitigate the further response distance from fire facilities. Therefore, the project would not necessitate the construction of a new or physically altered station and would have a less than significant impact on fire services.
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Impact?	Explanation	Mitigation Measures
	<p>by introducing new hotel units to the site, the project may result in increased demand for fire protection. The project will be required to meet all fire safety requirements of the Department of Building and Safety and the Los Angeles Fire Department as part of the entitlement process, thereby reducing potentially-significant impacts to less than significant.</p>	
<p>b. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station. The proposed project would result in a net increase of 94 guest rooms and could increase demand for police service. The project site and the surrounding area are currently served by LAPD's Van Nuys Community Police Station, located at 6240 Sylmar Avenue, approximately 3.8 miles northwest of the project site. Prior to the issuance of a building permit, the LAPD would review the project plans and ensure that the design of the project follows the LAPD's Design Out Crime Program, an initiative that introduces the techniques of Crime Prevention Through Environmental Design (CPTED) to all City departments beyond LAPD. Through the incorporation of these techniques into the project design, in combination with the safety features already incorporated into the proposed project, the proposed project would neither create capacity/service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Nevertheless, incorporation of the following mitigation measures would further reduce project impacts during construction and operations to less than significant levels.</p>	<p>XIV-20, XIV-30 The installation of security fencing and appropriate building design and site layout to minimize crime opportunities will mitigate impacts on police services.</p>

Impact?	Explanation	Mitigation Measures
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c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will create 94 new hotel units. The project will not generate the need for any additional school facilities. However, environmental impacts may result from project implementation due to the proximity of the project to Riverside Drive Elementary School, located 0.22 miles west of the project site. Potential impacts will be mitigated to a less than significant level with Mitigation Measure XIV-40.	XIV-40 Construction mitigation for projects near schools will ensure that potential impacts will be mitigated to a less than significant level during construction.
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The proposed project is for the construction of a hotel containing 94 guest rooms within an urbanized and developed area in the Van Nuys - North Sherman Oaks Community Plan. The project will not require any major acquisition or expansion of existing open space and parkland. The proposed project will provide open space amenities such as a pool area and fitness room, ensuring that the project will include features that would reduce the demand for recreation and park services. Therefore, impacts relating to park demand are less than significant.	
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The project does not propose any significant increase in population that would generate the need to require new roads, additional infrastructure, or other governmental services. Therefore, the proposed project would result in a less-than-significant impact.	

XV. RECREATION

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The proposed project is for the construction of a hotel containing 94 guest rooms and open space amenities including a pool area and fitness room. These open space	
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Impact?	Explanation	Mitigation Measures
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		features ensure that the project will reduce the demand for recreation and park services. The project is not proposing an increase in population density that would cause or accelerate a substantial physical deterioration these resources. Accordingly, the proposed project would result in a less than significant impact on park facilities.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The proposed project is for the construction of a hotel containing 94 guest rooms and open space amenities including a pool area and fitness room. These open space features ensure that the project will reduce the demand for recreation and park services. The project is not proposing an increase in population density that would cause or accelerate a substantial physical deterioration these resources. Accordingly, the proposed project would result in a less than significant impact on park facilities.	

XVI. TRANSPORTATION/TRAFFIC

a.	LESS THAN SIGNIFICANT IMPACT	In a Department of Transportation (DOT) letter dated July 6, 2015, has completed the traffic assessment for the proposed 94 guest room project. This traffic assessment is based on a traffic study prepared by Linscott, Law & Greenspan, engineers, dated June, 2015. After a careful review of the pertinent data, DOT has determined that the traffic study, as revised by DOT, adequately describes the project related traffic impacts of the proposed development. The traffic generated by this proposed project will not significantly impact any of the six studied intersections. The proposed project will generate an additional 768 net new daily trips, 50 net new trips in the a.m. peak hour and 56 net new trips in the p.m. peak hour. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. The project study area includes the analysis of the following six roadway intersections: (1) Fulton Avenue & Riverside Drive; (2) Coldwater Canyon Avenue & Riverside Drive; (3) Coldwater Canyon Avenue & US 101 NB Ramps; (4) Coldwater	
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Impact?	Explanation	Mitigation Measures
	Canyon Avenue & US 101 SB Ramps; (5) Coldwater Canyon Avenue & Ventura Boulevard; and (6) Whitsett Avenue & Riverside Drive. The traffic study was revised by DOT to accurately reflect the level of service (LOS) methodology and significant impact criteria used by DOT for the studied intersections. After a review of the pertinent data, DOT has determined that the proposed project will not have significant impacts at any of the six studied intersections.	
b. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would add 50 or more a.m. or p.m. peak hour trips to a freeway on- or off-ramp, or add 150 or more one-way vehicle trips to a Congestion Management Program (CMP) mainline freeway monitoring segment during either the a.m. or p.m. peak hours. According to the LADOT letter, dated July 6, 2015, staff analyzed the Coldwater Canyon Avenue and US 101 Northbound Ramps and Coldwater Canyon and US 101 Southbound Ramps and determined that the proposed project will not have significant impacts at either intersection.	
c. NO IMPACT	A significant impact would occur if the proposed project would change air traffic patterns. The proposed project will include 94 guest rooms that may occasionally, in the project's lifetime, result in a slight increase in the number of individuals that would require airline service and/or transportation. However, this increase is not significant enough to generate any noticeable change in airline service and/or transportation. The proposed project is not located within an airport hazard zone, nor is it located in an airport land use plan, or within two miles of a public airport, or public use airport. Therefore, the project will not result in a substantial increase in traffic levels nor change air traffic patterns that create significant safety risks. No impacts are anticipated.	
d. LESS THAN SIGNIFICANT IMPACT	The proposed project would maintain the existing driveway on the westerly abutting lot to the subject property along Riverside Drive. The driveway requires approval from LADOT. No hazardous design features or uses would be introduced under the proposed project that would create significant hazards to the surrounding roadways. Therefore,	

Impact?	Explanation	Mitigation Measures
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		impacts related to the design features would be less than significant.	
e.	NO IMPACT	A significant impact would occur if the project impaired implementation of or physically interfered with an adopted emergency response plan or emergency evacuation plan. The proposed 94 guest room hotel may require temporary and/or partial street closures due to construction activities. However, any closures would be temporary in nature and would be coordinated with the Departments of Transportation, Building and Safety, and Public Works. While such closures may cause temporary inconvenience, they would not be expected to interfere with emergency response or evacuation plans. The project is subject to all applicable Building and Fire Code standards for safety, which ensure adequate emergency access. Therefore, the proposed project would not be expected to result in inadequate emergency access and no impact would occur.	
f.	NO IMPACT	A significant impact would occur if the project would conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities or otherwise decrease the performance or safety of facilities supporting alternative transportation. The proposed project would not require the disruption of any public transportation services or the alteration of public transportation routes. The project would not interfere with any Class I or Class II bikeway systems. Since the proposed project would not modify or conflict with any alternative transportation policies, plans or programs, it would have no impact on those programs.	

XVII. UTILITIES AND SERVICE SYSTEMS

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). A significant impact would also occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Hyperion Treatment Plant (HTP) experiences an average daily flow of 362 million gallons per day (mgd), below a capacity of 450 mgd. As a	
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Impact?	Explanation	Mitigation Measures
	<p>proportion of total average daily flow experienced by the HTP, the wastewater generation of the proposed project would account for a small percentage of average daily wastewater flow. The increase in wastewater flow would not jeopardize the HTP to operate within its established wastewater treatment requirements. Furthermore, all wastewater from the project would be treated according to requirements of the NPDES permit authorized by the LARWQCB. Therefore, the proposed project would result in a less than significant impact related to wastewater treatment requirements.</p>	
b. LESS THAN SIGNIFICANT IMPACT	<p>The project would result in increased water demand and wastewater generation. However, the project will not require the construction of additional water or wastewater facilities, as discussed in XVII.a. Therefore, impacts would be less than significant.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. Drainage patterns and post-development runoff quantities under the proposed project would be similar to the existing site conditions. If the project is required any additional construction of connections to the existing drainage system, the construction would be mitigated by other general construction mitigations already required by the project. Therefore any potential construction for sewage connections would be reduced to a less than significant level.</p>	
d. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board. A significant impact would also occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The project has adequate potable water supply access and LADWP currently expects to have adequate water supplies for all anticipated development identified in its 2010 Urban Water Management Plan. The project is additionally subject to water conservation</p>	

Impact?	Explanation	Mitigation Measures
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		measures of the Building Code. Therefore, impacts will be less than significant.	
e.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). A significant impact would also occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Hyperion Treatment Plant (HTP) experiences an average daily flow of 362 million gallons per day (mgd), below a capacity of 450 mgd. As a proportion of total average daily flow experienced by the HTP, the wastewater generation of the proposed project would account for a small percentage of daily wastewater flow. This increase in wastewater flow would not jeopardize the HTP to operate within its established wastewater treatment requirements. Furthermore, all wastewater from the project would be treated according to requirements for the NPDES permit authorized by the LARWQCB. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. The addition of 94 new hotel units as a result of the proposed project would not result in population growth, and therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project. Any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project.</p>	

Impact?	Explanation	Mitigation Measures
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		Therefore, the proposed project would result in a less than significant impact related to wastewater treatment requirements and related to water of wastewater infrastructure.	
f.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The project will generate waste due to the demolition, construction and operation of structures. The 2009 County of Los Angeles ColWMP report on landfill capacity also states that without changes in the status quo, a shortage of permitted solid waste disposal capacity at in-County Class III landfills is projected by 2014. However, the report also anticipates that future disposal needs can be adequately met through 2024 through landfill expansion, new technologies, and waste reduction programs. Estimated daily use of the hotel use will contribute approximately 4.02 tons of waste a week, less than the City's operational threshold of 5 tons per week identified in the City's CEQA Thresholds Guide. In addition, the project would be required to comply with all applicable regulations and recycling programs, including the LA Green Building Code and California Integrated Waste Management Act (AB939) to reduce the amount of solid waste disposed of at local landfills. Therefore, waste generated by the construction and operation of the site would have a less than significant impact on local landfills.</p>	
g.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The project will generate waste due to the construction and operation of structures. The project would be required to comply with all applicable regulations, including LA Green Building Code and the California Integrated Waste Management Act (AB939) to reduce the amount of solid waste disposed of at local landfills. Therefore, waste generated by the construction and operation of the site should be in compliance with all applicable regulations and would result in a less than significant impact.</p>	

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

Impact?	Explanation	Mitigation Measures
LESS THAN SIGNIFICANT IMPACT	Based on the analysis of this Initial Study, the proposed project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. However, during project construction, the proposed project may encounter unknown cultural resources, including archaeological and paleontological resources. Compliance with existing regulations would reduce impacts to less than significant levels.	
LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant. In addition, all potential impacts of the proposed project would be reduced to less-than-significant levels with the implementation of mitigation measures. None of these potential impacts are considered cumulatively considerable, and implementation of the mitigation measures identified will ensure that no cumulative impacts will occur as a result of the proposed project. Impacts will be less than significant.	
LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less-than-significant levels. Upon implementation of mitigation measures identified, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly. Impacts will be less than significant.	



MITIGATION MONITORING PROGRAM

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment” (Mitigation Monitoring Program, Section 15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting). This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. The City of Los Angeles is the Lead Agency for this project.

A Mitigated Negative Declaration (MND) has been prepared to address the potential environmental impacts of the Project. Where appropriate, this environmental document identified Project design features, regulatory compliance measures, or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the Proposed Project. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of the mitigation measures identified for the Project.

The MMP is subject to review and approval by the City of Los Angeles as the Lead Agency as part of the approval process of the project, and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the MND.

The Project Applicant shall be responsible for implementing all mitigation measures, unless otherwise noted, and shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency as provided for herein. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted.

As shown on the following pages, each required mitigation measure for the proposed Project is listed and categorized by impact area, with accompanying discussion of:

Enforcement Agency – the agency with the power to enforce the Mitigation Measure.

Monitoring Agency – the agency to which reports involving feasibility, compliance, implementation and development are made, or whom physically monitors the project for compliance with mitigation measures.

Monitoring Phase – the phase of the Project during which the Mitigation Measure shall be monitored.

- Pre-Construction, including the design phase
- Construction

- Pre-Operation
- Operation (Post-construction)

Monitoring Frequency – the frequency of which the Mitigation Measure shall be monitored.

Action Indicating Compliance – the action of which the Enforcement or Monitoring Agency indicates that compliance with the required Mitigation Measure has been implemented.

The MMP performance shall be monitored annually to determine the effectiveness of the measures implemented in any given year and reevaluate the mitigation needs for the upcoming year.

It is the intent of this MMP to:

Verify compliance of the required mitigation measures of the MND;

Provide a methodology to document implementation of required mitigation;

Provide a record and status of mitigation requirements;

Identify monitoring and enforcement agencies;

Establish and clarify administrative procedures for the clearance of mitigation measures;

Establish the frequency and duration of monitoring and reporting; and

Utilize the existing agency review processes' wherever feasible.

This MMP shall be in place throughout all phases of the proposed Project. The entity responsible for implementing each mitigation measure is set forth within the text of the mitigation measure. The entity responsible for implementing the mitigation shall also be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented.

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant or its successor subject to the approval by the City of Los Angeles through a public hearing. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the proto-typical nature of the MMP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

MITIGATION MONITORING PROGRAM

Aesthetics

I-10 Aesthetics (Landscape Plan)

Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a less than significant level by the following measure:

All landscaped areas shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect in accordance with LAMC Sections 12.40 and 12.41. The final landscape plan shall be reviewed and approved by the City of Los Angeles Department of City Planning during the building permit process.

Enforcement Agency: Los Angeles Department of City Planning (plan review); Los Angeles Department of Building and Safety (operation)

Monitoring Agency: Los Angeles Department of City Planning (plan review); Los Angeles Department of Building and Safety (operation and maintenance)

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once, at plan check for Project; Once, during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit (Preconstruction); Issuance of Certificate of Occupancy of Use of Land (Construction)

Air Quality

III-0 Air Filtration

The project will result in land use and/or planning impact(s). However, the impact(s) can be reduced to a less than significant level through compliance with the following measure:

- An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 12, to the satisfaction of the Department of Building and Safety

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: South Coast Air Quality Management District and Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction (Plan Check) and Operation

Monitoring Frequency: Once, during plan check, then Ongoing

Action Indicating Compliance: Certification of compliance with SCAQMD air pollution regulations shall be submitted to the decision maker and Building and Safety.

Biology

IV-20 Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas)

The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).

- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
 - a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
 - b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
 - c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.

- d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, prior to issuance of building permit; or, if vegetation removal, building demolition or grading is initiated during the nesting season, as determined by a qualified biologist

Action Indicating Compliance: if vegetation removal, building demolition, or grading is initiated during the nesting season, submittal of a survey report by a qualified biologist.

IV-70 Tree Removal (Non-Protected Trees)

Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

Enforcement Agency: Board of Public Works Urban Forestry Division

Monitoring Agency: Board of Public Works Urban Forestry Division

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check, and once at field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy

Geology and Soils

VI-0 Geotechnical Report

- Prior to issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil strength loss, estimate of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.
- The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of Building Permit

Noise

XII-20 Increased Noise Levels (Demolition, Grading, and Construction Activities)

- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy or Use of Land

XII-170 Severe Noise Levels (Residential Fronting on Major or Secondary Highway, or adjacent to a Freeway)

Environmental impacts to future occupants may result from this project's implementation due to mobile noise. However, these impacts will be mitigated to a less than significant level by the following measures:

- All exterior windows having a line of sight of a Major or Secondary Highway shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Coefficient (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.
- The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permits

Public Services

XIV-10 Public Services (Fire)

Environmental impacts may result from project implementation due to the location of the project in an area having marginal fire protection facilities. However, this potential impact will be mitigated to a less than significant level by the following measure:

- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permits

XIV-20 Public Services (Police – Demolition/Construction Sites)

Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance: Field inspection sign-off

XIV-30 Public Services (Police)

Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a less than significant level by the following measure:

- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permits

XIV-40 Public Services (Construction Activity Near Schools)

Environmental impacts may result from project implementation due to the close proximity of the project to a school. However, the potential impact will be mitigated to a less than significant level by the following measures:

- The developer and contractors shall maintain ongoing contact with administrator of _____ school. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing, during construction.

Action Indicating Compliance: Issuance of a Certificate of Occupancy

Regulatory Compliance Measures

In addition to the Mitigation Measures required of the project, and any proposed Project Design Features, the applicant shall also adhere to any applicable Regulatory Compliance Measures required by law. Listed below is a list of often required Regulatory Compliance Measures. Please note that requirements are determined on a case by case basis, and these are an example of the most often required Regulatory Compliance Measures.

AESTHETICS

- **Regulatory Compliance Measure RC-AE-1 (Hillside): Compliance with Baseline Hillside Ordinance.** To ensure consistency with the Baseline Hillside Ordinance, the project shall comply with the City's Hillside Development Guidelines, including but not limited to setback requirements, residential floor area maximums, height limits, lot coverage and grading restrictions.
- **Regulatory Compliance Measure RC-AE-2 (LA River): Compliance with provisions of the Los Angeles River Improvement Overlay District.** The project shall comply with development regulations set forth in Section 13.17.F of the Los Angeles Municipal Code as applicable, including but not necessarily limited to, landscaping, screening/fencing, and exterior site lighting.
- **Regulatory Compliance Measure RC-AE-3 (Vandalism): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with all applicable building code requirements, including the following:
 - Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
 - The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.
- **Regulatory Compliance Measure RC-AE-4 (Signage): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including on-site signage maximums and multiple temporary sign restrictions, as applicable.
- **Regulatory Compliance Measure RC-AE-5 (Signage on Construction Barriers): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including but not limited to the following provisions:
 - The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS".

- Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
- The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

AGRICULTURE and FORESTRY

AIR QUALITY

- **Regulatory Compliance Measure RC-AQ-1(Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
 - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
 - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
 - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
 - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
 - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
 - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
 - Trucks having no current hauling activity shall not idle but be turned off.
- **Regulatory Compliance Measure RC-AQ-2:** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
- **Regulatory Compliance Measure RC-AQ-3:** In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.
- **Regulatory Compliance Measure RC-AQ-4:** The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.

- **Regulatory Compliance Measure RC-AQ-5:** The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.
- **Regulatory Compliance Measure RC-AQ-6:** New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.
- **Regulatory Compliance Measure RC-AQ-7 (Spray Painting): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable rules of the Southern California Air Quality Management District, including the following:
 - All spray painting shall be conducted within an SCAQMD-approved spray paint booth featuring approved ventilation and air filtration system.
 - Prior to the issuance of a building permit, use of land, or change of use to permit spray painting, certification of compliance with SCAQMD air pollution regulations shall be submitted to the Department of Building and Safety.

BIOLOGY

- **(Duplicate of WQ Measure) Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
 - *United States Army Corps of Engineers.* The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.
 - *State Water Resources Control Board.* The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
 - *California Department of Fish and Wildlife.* The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.

CULTURAL RESOURCES

- **Regulatory Compliance Measure RC-CR-1 (Designated Historic-Cultural Resource): Compliance with United States Department of the Interior – National Park Service – Secretary of the Interior’s Standards for the Treatment of Historic Properties.** The project shall comply with the Secretary of the Interior's Standards for Historical Resources, including but not limited to the following measures:
 - Prior to the issuance of any permit, the project shall obtain clearance from the Department of Cultural Affairs for the proposed work.
 - A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
 - The historic character of a property shall be retained and preserved. The removal of historic material or alteration of features and spaces shall be avoided.
 - Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other buildings, shall not be undertaken.
 - Most properties change over time; those changes that have acquired significance in their own right shall be retained and preserved.
- **Regulatory Compliance Measure RC-CR-2 (Archaeological):** If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
 - Distinctive features, finishes and construction techniques or examples of skilled craftsmanship which characterize an historic property shall be preserved.
 - Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive historic feature, the new feature shall match the old in design, color, texture, and other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
 - Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
 - Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
 - New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

- New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.
- **Regulatory Compliance Measure RC-CR-3 (Paleontological):** If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
- **Regulatory Compliance Measure CR-4 (Human Remains):** If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
 - Stop immediately and contact the County Coroner:
1104 N. Mission Road
Los Angeles, CA 90033
323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).

The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.

- The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

GEOLOGY AND SOILS

- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
- **Regulatory Compliance Measure RC-GEO-2 (Hillside Grading Area):** The grading plan shall conform with the City's Landform Grading Manual guidelines, subject to approval by

the Advisory Agency and the Department of Building and Safety's Grading Division. Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.

- **Regulatory Compliance Measure RC-GEO-3 (Landslide Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any landslide and soil displacement, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:
 - ground stabilization
 - selection of appropriate foundation type and depths
 - selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures

The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-4 (Liquefaction Area):** The project shall comply with the Uniform Building Code Chapter 18. Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:
 - ground stabilization
 - selection of appropriate foundation type and depths
 - selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.

The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-5 (Subsidence Area):** Prior to the issuance of building or grading permits, the applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety. The geotechnical report shall assess potential consequences of any subsidence and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include,

but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-6 (Expansive Soils Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil expansion and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.
- **Regulatory Compliance Measure RC-GHG-1 (Green Building Code):** In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the 2013 Los Angeles Green Code and as it may be subsequently amended or modified.

HAZARDS AND HAZARDOUS MATERIALS

- **Regulatory Compliance Measure RC-HAZ-1: Explosion/Release (Existing Toxic/Hazardous Construction Materials)**
 - **(Asbestos)** Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.
 - **(Lead Paint)** Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.
 - **(Polychlorinated Biphenyl – Commercial and Industrial Buildings)** Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.

- **Regulatory Compliance Measure RC-HAZ-2: Explosion/Release (Methane Zone):** As the Project Site is within a methane zone, prior to the issuance of a building permit, the Site shall be independently analyzed by a qualified engineer, as defined in Ordinance No. 175,790 and Section 91.7102 of the LAMC, hired by the Project Applicant. The engineer shall investigate and design a methane mitigation system in compliance with the LADBS Methane Mitigation Standards for the appropriate Site Design Level which will prevent or retard potential methane gas seepage into the building. The Applicant shall implement the engineer's design recommendations subject to DOGGR, LADBS and LAFD plan review and approval.
- **Regulatory Compliance Measure RC-HAZ-3: Explosion/Release (Soil Gases):** During subsurface excavation activities, including borings, trenching and grading, OSHA worker safety measures shall be implemented as required to preclude any exposure of workers to unsafe levels of soil-gases, including, but not limited to, methane.
- **Regulatory Compliance Measure RC-HAZ-4 Listed Sites (Removal of Underground Storage Tanks):** Underground Storage Tanks shall be decommissioned or removed as determined by the Los Angeles City Fire Department Underground Storage Tank Division. If any contamination is found, further remediation measures shall be developed with the assistance of the Los Angeles City Fire Department and other appropriate State agencies. Prior to issuance of a use of land or building permit, a letter certifying that remediation is complete from the appropriate agency (Department of Toxic Substance Control or the Regional Water Quality Control Board) shall be submitted to the decision maker.
- **Regulatory Compliance Measure RC-HAZ-5 (Hazardous Materials Site):** Prior to the issuance of any use of land, grading, or building permit, the applicant shall obtain a sign-off from the Fire Department indicating that all on-site hazardous materials, including contamination of the soil and groundwater, have been suitably remediated, or that the proposed project will not impede proposed or on-going remediation measures.

HYDROLOGY AND WATER QUALITY

- **Regulatory Compliance Measure RC-WQ-1: National Pollutant Discharge Elimination System General Permit.** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for Phase 1 of the proposed Modified Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the proposed Modified Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for

soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

- **Regulatory Compliance Measure RC-WQ-2: Dewatering.** If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.
- **Regulatory Compliance Measure RC-WQ-3: Low Impact Development Plan.** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.
- **Regulatory Compliance Measure RC-WQ-4: Development Best Management Practices.** The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.
- **Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
 - *United States Army Corps of Engineers.* The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.
 - *State Water Resources Control Board.* The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
 - *California Department of Fish and Wildlife.* The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed

Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.

- **Regulatory Compliance Measure RC-WQ-6 (Flooding/Tidal Waves):** The project shall comply with the requirements of the Flood Hazard Management Specific Plan, Ordinance No. 172081 effective 7/3/98.

LAND USE AND PLANNING

- **Regulatory Compliance Measure RC-LU-1 (Slope Density):** The project shall not exceed the maximum density permitted in Hillside Areas, as calculated by the formula set forth in Los Angeles Municipal Code Section 17.05-C (for tracts) or 17.50-E (for parcel maps).

MINERAL RESOURCES

NOISE

- **Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities):** The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

POPULATION AND HOUSING

- **New Regulatory Compliance Measure RC-PH-1 (Tenant Displacement):**
 - **Apartment Converted to Condominium** - Prior to final map recordation, and pursuant to the provisions of Section 12.95.2-G and 47.06 of the Los Angeles Municipal Code (LAMC), a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
 - **Apartment Demolition** - Prior to the issuance of a demolition permit, and pursuant to the provisions of Section 47.07 of the Los Angeles Municipal Code, a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
 - **Mobile Home Park Closure or Conversion to Different Use** Prior to the issuance of any permit or recordation, and pursuant to the provisions of Section 47.08 and 47.09 of the Los Angeles Municipal Code, a tenant relocation plan and mobile home park closure impact report shall be submitted to the Los Angeles Housing Department for review and approval.

PUBLIC SERVICES

Schools

- **Regulatory Compliance Measure RC-PS-1 (Payment of School Development Fee)** Prior to issuance of a building permit, the General Manager of the City of Los Angeles,

Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

Parks

- **Regulatory Compliance Measure RC-PS-2 (Increased Demand For Parks Or Recreational Facilities):**
 - (*Subdivision*) Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units.
 - (*Apartments*) Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.
- **Regulatory Compliance Measure RC-PS-3 (Increase Demand For Parks Or Recreational Facilities – Zone Change)** Pursuant to Section 12.33 of the Los Angeles Municipal Code, the applicant shall pay the applicable fees for the construction of dwelling units.

RECREATION

See RC measures above under Parks.

TRANSPORTATION AND TRAFFIC

- **Regulatory Compliance Measure RC-TT-1 (Increased Vehicle Trips/Congestion - West Side Traffic Fee)** Prior to issuance of a Building Permit, the applicant shall pay a traffic impact fee to the City, based on the requirements of the West Los Angeles Traffic Improvement and Mitigation Specific Plan (WLA TIMP).

PUBLIC UTILITIES AND SERVICE SYSTEMS

Water Supply

- **Regulatory Compliance Measure RC-WS-1 (Fire Water Flow)** The Project Applicant shall consult with the LADBS and LAFD to determine fire flow requirements for the Proposed Project, and will contact a Water Service Representative at the LADWP to order a SAR. This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Project. If water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the Applicant or LADWP.
- **Regulatory Compliance Measure RC-WS-2 (Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's water use.

- **Regulatory Compliance Measure RC-WS-3 (New Carwash):** The applicant shall incorporate a water recycling system to the satisfaction of the Department of Building and Safety.
- **Regulatory Compliance Measure RC-WS-4 (Landscape)** The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

Energy

- **Regulatory Compliance Measure RC-EN-1(Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's energy use.

Solid Waste

- **Regulatory Compliance Measure RC-SW-1 (Designated Recycling Area)** In compliance with Los Angeles Municipal Code, the proposed Modified Project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.
- **Regulatory Compliance Measure RC-SW-2 (Construction Waste Recycling)** In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70 percent by 2013, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished through the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. In compliance with the Los Angeles Municipal Code, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.
- **Regulatory Compliance Measure RC-SW-3 (Commercial/Multifamily Mandatory Recycling)** In compliance with AB341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB341.