MITIGATION MEASURES

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 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 and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the decision maker.

I-40 Aesthetics (Retaining Walls less than 8 feet in Height)

- Retaining walls that can be viewed from the adjacent public right(s)-of-way shall incorporate one or more of the following to minimize their visibility: clinging vines, espaliered plants, or other vegetative screening; decorative masonry, or other varied and textured façade; or utilize a combination of methods. The method of compliance with this measure shall be noted on any required landscape plan.

I-90 Aesthetics (Vandalism)

Environmental impacts may result from project implementation due to graffiti and accumulation of rubbish and debris along the wall(s) adjacent to public rights-of-way. However, this potential impact will be mitigated to a less than significant level by the following measures:

- 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.

I-90 Aesthetics (Signage)

Environmental impacts may result from project implementation due to on-site signage in excess of that allowed under the Los Angeles Municipal Code Section 91.6205. However, the potential impact will be mitigated to a less than significant level by the following measures:

- On-site signs shall be limited to the maximum allowable under the Municipal Code.
- Multiple temporary signs in store windows and along building walls are not permitted.

I-120 Aesthetics (Light)

Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:

- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

III-10 Air Pollution (Demolition, Grading, and Construction Activities)

- 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.

III-90 Air Quality (Operational)

- The construction contractor shall choose low- or no- VOC indoor paints. VOC concentrations (grams/liter) of interior paints should equal to or less than those specified by the EPA's Environmentally Preferable Purchasing Program as follows:
    - Interior latex coatings: Flat, 100 grams/liter; Non-flat, 150 grams/liter
    - Interior oil-based paints: 380 grams/liter

III-60 Objectionable Odors (Commercial Trash Receptacles)

Environmental impacts may result from project implementation due to the location of trash receptacles near adjacent residences. However, these impacts will be mitigated to a less than significant level by the following measure:

- Open trash receptacles shall be located a minimum of 50 feet from the property line of any residential zone or use.
- Trash receptacles located within an enclosed building or structure shall not be required to observe this minimum buffer.

IV-90 Tree Removal (Public Right-of-Way)

- Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Pubic Works (213-847-3077).
- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

V-20 Cultural Resources (Archaeological)

Environmental impacts may result from project implementation due to discovery of unrecorded archaeological resources. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- If any archaeological materials are encountered during the course of project development, all further development activity shall halt and:
    a. The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
    b. The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
    c. The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.
- Project development activities may resume once copies of the archaeological survey, study or report are submitted to:
  SCCIC Department of Anthropology
  McCarthy Hall 477
  CSU Fullerton
  800 North State College Boulevard
  Fullerton, CA 92834
- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.

- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

V-30 Cultural Resources (Paleontological)

Environmental impacts may result from project implementation due to discovery of unrecorded paleontological resources. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- If any paleontological materials are encountered during the course of project development, all further development activities shall halt and:
  a. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
  b. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
  c. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
  d. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.
- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

V-40 Cultural Resources (Human Remains)

Environmental impacts may result from project implementation due to discovery of unrecorded human remains.

- In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
  a. 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)

  b. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.
  c. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
  d. 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.
  e. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;
  f. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.
- *Discuss and confer* means the meaningful and timely discussion careful consideration of the views of each party.

VI-10 Seismic

Environmental impacts to the safety of future occupants may result due to the project's location in an area of potential seismic activity. However, this potential impact will be mitigated to a less than significant level by the following measure:

- 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.

VI-50 Geotechnical Report

- 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 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.

VI-20 Erosion/Grading/Short-Term Construction Impacts

Short-term erosion impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a less than significant level by the following measures:

- The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.
- Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:
  a. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
  b. Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

VIII-20 Explosion/Release (Methane Gas)

Environmental impacts may result from project implementation due to its location in an area of potential methane gas zone. However, this potential impact will be mitigated to a less than significant level by the following measures:

- All commercial, industrial, and institutional buildings shall be provided with an approved Methane Control System, which shall include these minimum requirements; a vent system and gas-detection system which shall be installed in the basements or the lowest floor level on grade, and within underfloor space of buildings with raised foundations. The gas-detection system shall be designed to automatically activate the vent system when an action level equal to 25% of the Lower Explosive Limit (LEL) methane concentration is detected within those areas.
- All commercial, industrial, institutional and multiple residential buildings covering over 50,000 square feet of lot area or with more than one level of basement shall be independently analyzed by a qualified engineer, as defined in Section 91.7102 of the Municipal Code, hired by the building owner. The engineer shall investigate and recommend mitigation measures which will prevent or retard potential methane gas seepage into the building. In addition to the other items listed in this section, the owner shall implement the engineer's design recommendations subject to Department of Building and Safety and Fire Department approval.
- All multiple residential buildings shall have adequate ventilation as defined in Section 91.7102 of the Municipal Code of a gas-detection system installed in the basement or on the lowest floor level on grade, and within the underfloor space in buildings with raised foundations.
- All single-family dwellings with basements shall have a gas detection system which is periodically calibrated and maintained in proper operating condition in accordance with manufacturer's installation and maintenance specifications.

IX-20 Stormwater Pollution (Demolition, Grading, and Construction Activities)

- Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.
- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

XII-20 Increased Noise Levels (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.
- 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-40 Increased Noise Levels (Parking Structure Ramps)

Environmental impacts may result from project implementation due to noise from cars using the parking ramp. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- Concrete, not metal, shall be used for construction of parking ramps.
- The interior ramps shall be textured to prevent tire squeal at turning areas.
- Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

XII-60 Increased Noise Levels (Mixed-Use Development)

Environmental impacts to proposed on-site residential uses from noises generated by proposed on-site commercial uses may result from project implementation. However, the potential impact will be mitigated to a less than significant level by the following measure:

- Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

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)

- Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

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 and contractors shall maintain ongoing contact with administrator of The Robert F. Kennedy Community Schools. 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.

XIV-50 Public Services (Schools affected by Haul Route)

- LADBS shall assign specific haul route hours of operation based upon The Robert F. Kennedy Community Schools hours of operation.
- Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus.

XVI-10 Increased Vehicle Trips/Congestion

An adverse impact may result from the project's traffic generation. An investigation and analysis conducted by the Department of Transportation has identified significant project-related traffic impacts which can be mitigated to less than significant level by the following measure:

- Implementing measure(s) detailed in said Department's communication to the Planning Department dated February 7, 2013 and June 25, 2009 and attached shall be complied with. Such report and mitigation measure(s) are incorporated herein by reference.

XVII-10 Utilities (Local Water Supplies - Landscaping)

Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:

- 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).
- In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
- Weather-based irrigation controller with rain shutoff
- Matched precipitation (flow) rates for sprinkler heads
- Drip/microspray/subsurface irrigation where appropriate
- Minimum irrigation system distribution uniformity of 75 percent
- Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
- Use of landscape contouring to minimize precipitation runoff
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 sf. and greater.

XVII-20 Utilities (Local Water Supplies - All New Construction)
Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:

- If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
- Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.
- Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

XVII-40 Utilities (Local Water Supplies - New Residential)
Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:

- Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.
- Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.

XVII-60 Utilities (Local Water Supplies - Restaurant)
Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:

- Install/retrofit high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- Install/retrofit restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- Install/retrofit and utilize only restroom faucets of a self-closing design.

- Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.
- Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

XVII-90 Utilities (Solid Waste Recycling)
Environmental impacts may result from project implementation due to the creation of additional solid waste. However, this potential impact will be mitigated to a less than significant level by the following measure:

- (*Operational*) 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 project's regular solid waste disposal program.
- (*Construction/Demolition*) Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.

XVII-90 Utilities (Solid Waste Recycling)
Environmental impacts may result from project implementation due to the creation of additional solid waste. However, this potential impact will be mitigated to a less than significant level by the following measure:

- (Construction/Demolition) To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

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:** 10- Wesson	**DATE:**
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2013-0552-MND	**RELATED CASES:** CPC-2013- 551-ZC-CUB-CU-ZAA-SPR	
PREVIOUS ACTIONS CASE NO.:	☐ Does have significant changes from previous actions. ☐ Does NOT have significant changes from previous actions.	

PROJECT DESCRIPTION:
PROPOSED NEW 6-STORY (75-FOOT) APARTMENT HOTEL DEVELOPMENT WITH 82 UNITS (7 APT UNITS AND 75 HOTEL GUEST ROOMS) WITH A GROUND FLOOR COMPRISED OF 1,547 SF OF RETAIL/RESTAURANT AND 1,469 SF FITNESS CENTER.

ENV PROJECT DESCRIPTION:
The proposed six (6) story, 75 feet high apartment hotel development with approximately 102,099 square feet of building area will be located on a net lot area of 24,350 square feet (.55 acres) located mid-block on the west side of Catalina Street between 6th Street to the north and Wilshire Boulevard to the south in the CR-2 and P-2 zone with a consistent General Plan land use designation of Regional Center Commercial. The proposed project involves demolishing an existing surface parking lot with 97 spaces and construction of an 82 room apartment hotel development (i.e. 7 apartment dwelling units and 75 hotel guest rooms) with 91 on-site parking spaces. The proposed apartment hotel development will include a ground floor with 1,547 square feet of retail/restaurant space, and a 1,469 square foot fitness center on the second floor for guests and residents. The proposed apartment hotel will also provide 2,732 square feet of common area and 3,897 square feet of garden space on the second level.

The project is requesting entitlements for a Zone Change from CR-2 and P-2 to C2-2, a Conditional Use to allow on-site sales of alcohol beverages, a Conditional Use for a hotel development within 500 feet of an R zone, and a Zoning Administrator Adjustment to permit a loading space height of 11'-6" in lieu of 14'-0".

ENVIRONMENTAL SETTINGS:
The property includes three relatively flat, rectangular, interior parcels with a combined area of 24,350 square feet. There is a frontage of approximately 150-feet along the west side of Catalina Street. The property is in a Methane Hazard Zone and is within 500-feet of the Robert F. Kennedy Community Schools. The existing zoning is CR-2 and P-2 with a land use designation of Regional Center Commercial and is located within the Wilshire Community Plan.

The project site is currently improved with a surface parking lot and there are no existing buildings on site. The surface parking lot will be removed and zero on-site trees are proposed for removal, though the removal and replacement of street trees may be necessary.

Catalina Street is a designated local street with 65-foot right of way. The surrounding and adjoining properties are zoned CR, C2, C4, and R5 and are zoned Regional Center Commercial.

PROJECT LOCATION: 621-631 S. Catalina Street

COMMUNITY PLAN AREA: Wilshire **STATUS:** ☐ Preliminary ☒ Does Conform to Plan ☐ Proposed ☐ Does NOT Conform to Plan ☐ ADOPTED	**AREA PLANNING COMMISSION:** Central	**CERTIFIED NEIGHBORHOOD COUNCIL:** Wilshire Center - Koreatown
EXISTING ZONING: P-2, CR-2	**MAX DENSITY ZONING:** 400 sf/du; 200 sf/guest room	

Regional Center Commercial		
	PROPOSED PROJECT DENSITY: 400 sf/du; 287 sf/guest room	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

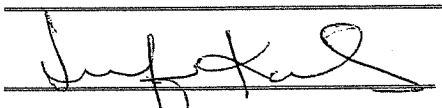
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ 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	213-978-1165
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: Potentially Significant Unless 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 Section XVII, "Earlier Analysis," cross referenced).
5. Earlier analysis must 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 16063 (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 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 whichever 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 significant.

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.

☒ AESTHETICS	☒ HAZARDS AND HAZARDOUS MATERIALS	☒ PUBLIC SERVICES
☐ AGRICULTURAL RESOURCES	☒ HYDROLOGY AND WATER QUALITY	☐ RECREATION
☒ AIR QUALITY	☐ LAND USE AND PLANNING	☐ TRANSPORTATION/CIRCULATION
☐ BIOLOGICAL RESOURCES	☐ MINERAL RESOURCES	☒ UTILITIES
☒ CULTURAL RESOURCES	☒ NOISE	☐ MANDATORY FINDINGS OF SIGNIFICANCE
☒ GEOLOGY AND SOILS	☐ POPULATION AND HOUSING	

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

Background

PROPONENT NAME:
MG Resolutions, Inc. – Milan L. Garrison

PHONE NUMBER:
(626) 664-5003

APPLICANT ADDRESS:
3016 E. Colorado Blvd. #5626
Pasadena, CA 91107

AGENCY REQUIRING CHECKLIST:
Department of City Planning

DATE SUBMITTED:
02/28/2013

PROPOSAL NAME (if Applicable):
The Nest

		Potentially significant impact	Potentially Significant Unless mitigation incorporated	Less than significant impact	No impact
PLEASE NOTE THAT EACH AND EVERY RESPONSE IN THE CITY OF LOS ANGELES INITIAL STUDY AND CHECKLIST IS SUMMARIZED FROM AND BASED UPON THE ENVIRONMENTAL ANALYSIS CONTAINED IN ATTACHMENT B, EXPLANATION OF CHECKLIST DETERMINATIONS. PLEASE REFER TO THE APPLICABLE RESPONSE IN ATTACHMENT B FOR A DETAILED DISCUSSION OF CHECKLIST DETERMINATIONS.					
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. AGRICULTURAL RESOURCES					
a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?	☐	☐	☐	☒
b.	CONFLICT WITH THE 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 1220(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 AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD (INCLUDING RELEASING EMISSIONS WHICH EXCEED QUANITITATIVE 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 MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE?	☐	☐	☒	☐

		Potentially significant impact	Potentially Significant Unless mitigation incorporated	Less than significant impact	No impact
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. 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 TREE PRESERVATION POLICY OR ORDINANCE (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?	☐	☒	☐	☐
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					
a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN § 15064.5?	☐	☐	☒	☐
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN 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.	EXPOSURE OF 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.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING: STRONG SEISMIC GROUND SHAKING?	☐	☒	☐	☐
c.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING: SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?	☐	☐	☒	☐
d.	EXPOSURE OF 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 POTENTIAL RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE?	☐	☐	☒	☐

		Potentially significant impact	Potentially Significant Unless mitigation incorporated	Less than significant impact	No impact
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 THE PEOPLE RESIDING OR WORKING IN THE AREA?	☐	☐	☐	☒
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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 PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED?	☐	☐	☒	☐

		Potentially significant impact	Potentially Significant Unless mitigation incorporated	Less than significant impact	No impact
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 PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?	☐	☐	☒	☐
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN 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 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, 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 PEOPLE 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?	☐	☒	☐	☐
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?	☐	☐	☐	☒

		Potentially significant impact	Potentially Significant Unless mitigation incorporated	Less than significant impact	No impact
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?	☐	☐	☒	☐

		Potentially significant impact	Potentially Significant Unless mitigation incorporated	Less than significant impact	No impact
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, INCLUSING BUT NOT LIMITED TO INTERSECTIONS, STREETS, HIGHWAYS AND FREEWAYS, PEDESTRIAN AND BICYCLE PATHS, AND MASS TRANSIT?	☐	☐	☒	☐
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 OR 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 STORMWATER 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?	☐	☒	☐	☐

		Potentially significant impact	Potentially Significant Unless mitigation incorporated	Less than significant impact	No impact
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 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 WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? ("CUMULATIVELY CONSIDERABLE" MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL 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 CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?	☐	☐	☒	☐

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets of 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 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-2013-0552-MND** and the associated case(s), **CPC-2013-0551-ZC-CUB-CU-ZAA-SPR**. 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:
Jennifer Karmels	Planning Assistant	213-978-1165	

1.0 Introduction

2.0 Project Description

I. INTRODUCTION

I.1 DOCUMENT PURPOSE AND SCOPE

This Initial Study/Mitigated Negative Declaration (IS/MND) addresses potential impacts associated with the "The Nest" – An Apartment Hotel Development (the "Proposed Project"), which proposes to construct a six (6) story apartment hotel with 82 rooms (7 apartment units and 75 hotel guest rooms) on an approximately 24,350 square foot site (0.55 acres) currently developed and used as a 97 space asphalt-paved surface parking lot. The Proposed Project is located in the City of Los Angeles, at 621-631 S. Catalina Street (APN 5502-028-021) in the Wilshire Community Plan Area and within the Wilshire Center/Koreatown Redevelopment Project Area. The Project would allow for the establishment of a new apartment hotel development and supporting improvements. A complete description of the Proposed Project is presented in Section 2, "Project Description," of this IS/MND.

The potential environmental effects of the proposed Project have been evaluated in this IS/MND consistent with §10563 of the *CEQA Guidelines*. Article 6 of the *CEQA Guidelines* discusses the Mitigated Negative Declaration Process, which is applicable to the Project. As stated in Article 6: "A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to *CEQA* when:

> (a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
>
> (b) The initial study identified potentially significant effects, but:
>
> > (1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
> >
> > (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment."

As supported by the Initial Study presented herein, the City has determined that the Project may result in or cause potentially significant effects. However, compliance with existing policies, plans and regulations, and applicable revisions to the Project plans, together with design features and mitigation measures incorporated in the proposal would void the effects or mitigate the effects to a point where no significant impacts would occur. The City has consequently determined that a Mitigated Negative Declaration (MND) should be prepared for the proposed Project.

The City has the authority to review and approve the proposed Project. This IS/MND is intended to be an informational document, providing the City's decision-makers, other public agencies, and the

public with an objective assessment of the potential environmental impacts that could result from implementation of the proposed Project.

I.2. DOCUMENT ORGANIZATION

This IS/MND includes the following sections:

Introduction: This section describes the format of the Project IS/MND and provides summary findings of the environmental analysis

Project Description: This section (Section 2) describes the Project and its objectives, and outlines the existing regulations that will affect development of the Project.

Environmental Evaluation: This section (Section 3) presents the environmental checklist and responses. Answers provided for items in the checklist are substantiated qualitatively in all instances, and quantitatively where feasible and appropriate. Additionally, for environmental considerations identified as "potentially significant unless mitigation incorporated," the checklist discussion identifies specific potential environmental impacts of the Project, proposes mitigation measures that reduce potentially adverse environmental effects, and indicates levels of significance subsequent to the application of proposed mitigation measures.

I.3 DISPOSITION OF THIS DOCUMENT

This Mitigated Negative Declaration and supporting Initial Study will be circulated by the City of Los Angeles for 20 days to allow for public and agency review. Comments received on the IS/MND will be considered by the City in their review of the proposed Project. The general public is encouraged to contact the City for responses to specific questions regarding the *CEQA* process and its administration for the proposed Project.

I.4 POTENTIAL ENVIRONMENTAL EFFECTS

The analysis presented in this IS/MND indicates that the Project could result in or cause potentially significant environmental impacts. However, revisions to the Project plans, together with design features and mitigation measures incorporated in the proposal, would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur. On the basis of this finding, a Mitigated Negative Declaration will be prepared for the proposed Project.

2.0 Project Description

A. INTRODUCTION

The Project Applicant proposes to construct "The NEST"-A six-story Apartment Hotel Development (the "proposed project"), on an approximately 24,350 square foot site (after dedications) in the Wilshire Community Plan area of the City of Los Angeles, CA, and within the Wilshire Center/Koreatown Redevelopment Project Area. The project site consists of three contiguous lots situated on the west side of Catalina Street between 6th Street to the north and Wilshire Boulevard to the south, all of which are currently improved as paved surface parking lot.

The proposed project involves demolishing the existing 97 stall surface parking lot and constructing a six-story, 82 unit apartment hotel development (7 apartment dwelling units and 75 hotel guest rooms) with on-site parking located in a parking structure with one subterranean level, and one at ground level. The proposed apartment hotel development will include a ground floor 1,547 square foot restaurant/retail space, and an approximate 1,469 square foot fitness center located on the second floor, both of which will operate as accessory uses to the apartment hotel.

The City of Los Angeles Municipal Code defines an **APARTMENT HOTEL** as a residential building designed or used for both two or more dwelling units and six or more guest rooms or suites of rooms. **(Amended by Ord. No. 107,884, Eff. 9/23/56.)** Furthermore, the City of Los Angeles Municipal Code defines **DWELLING UNIT** as a group of two or more rooms, one of which is a kitchen, designed for occupancy by one family for living and sleeping purposes. **(Amended by Ord. No. 107,884, Eff. 9/23/56.)**

Therefore, If each room in a proposed Apartment Hotel development has a complete kitchen (i.e. four burner stove top range and oven, full size refrigerator, garbage disposal, and dishwasher) then the units would be considered "Dwelling Units" (as defined above) and would fall under the provisions of parking, open space and density for multiple family dwelling units (i.e. an apartment). This would not preclude them from being rented as a hotel room, it means that if these rooms are to be rented as both hotel and apartment, all provisions of both zoning requirements (hotel density and apartment provisions with the most restrictive provisions taking precedent) would apply to the project development.

However, if some of the units only have kitchenettes (confined area in relation to the unit size, serviced with a single compartment sink, a two-burner cook top and a smaller refrigerator) then these "rooms" would be considered hospitality conveniences for the business travelers and not full kitchens. Therefore, the classification would be defined as "guest rooms" (as defined above) for the Apartment Hotel. This would allow for those guest rooms to only be considered hotel rooms. All provisions relating to hotel development (i.e. density) would apply.

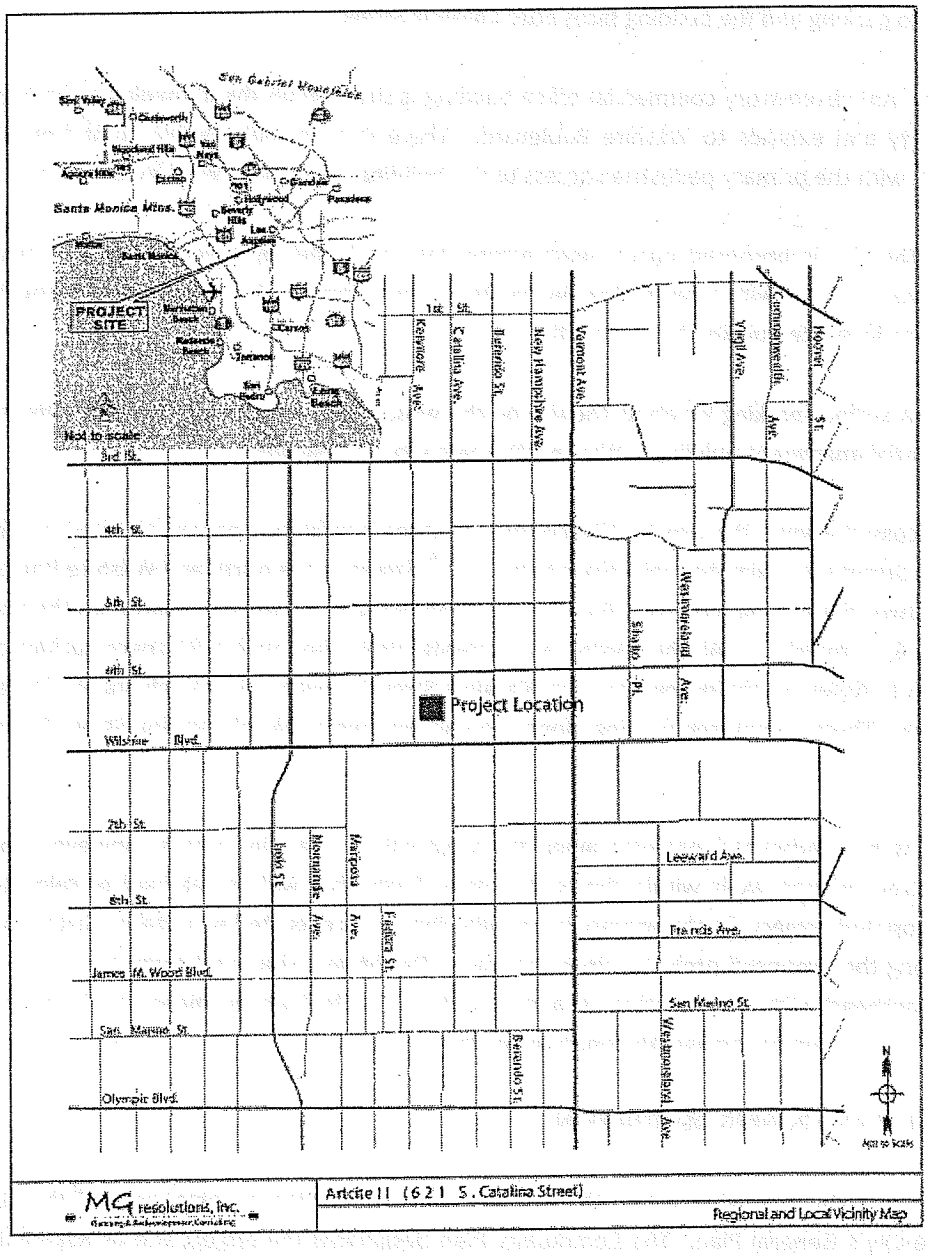
This was the interpretation used in the development of the Extended Stay America at 6531 S. Sepulveda Boulevard, Los Angeles, CA (Sepulveda @ Centinela), that allowed them to develop strictly under the provisions of a hotel. They were defined as "guest rooms" not "dwelling units". The City Case Number (documents attached for your edification) is ZA-97-0945.

Parking for this project has been provided in accordance with the City Code provisions for an Apartment Hotel based on habitable rooms. This is later discussed in the document.

B. PROJECT LOCATION AND SURROUNDING AREA

The project site lies within the City of Los Angeles, west of downtown Los Angeles, in the area commonly referred to as "Koreatown". It is in the general vicinity of 6th Street on the north, Wilshire Boulevard to the south, Vermont Avenue to the east, and Normandie Avenue to the west, as shown in Figure A-1. The project site, which consists of three contiguous lots situated on the west side of Catalina Street approximately mid-block between 6th Street on the north and Wilshire Boulevard on the south.

Figure A-1
Regional and Local Vicinity Map



The project site is located in a highly urbanized area and is bounded by a mix of land uses. The following land uses occur adjacent to the project site:

- North: The site is bordered to the north by a four-story office building on an approximate 28,477 square foot parcel (APN 5502-028-017 and 018) that extends from the northern property line of the Project Site to the corner of Catalina Street and 6th Street (south west corner). Its primary entry to parking and the building faces onto Catalina Street.

- South: An eleven-story commercial office building is situated on the immediate adjoining south property and extends to Wilshire Boulevard. There is a vehicular entry point from Catalina Street, with the primary pedestrian access to the building facing onto Wilshire Boulevard.

- East: The site is bordered on the east across Catalina Street by several two-story residential apartment houses with a retail shopping center further north and a parking garage and 14-story commercial office building further south.

- West: A surface parking lot abuts the site on the west, with an adjoining four-story and six-story residential apartment building further north and south, respectively.

As discussed above, the project site consists of three contiguous parcels situated on the west side of Catalina Street approximately mid-block between 6th Street to the north and Wilshire Boulevard to the south. The two southerly parcels (Lots 6 and 7) are zoned CR-2 while the third parcel on the north end of the site (Lot 8) is zoned P-2. All the parcels are currently developed with a 97 space surface asphalt-paved parking lot. Access to the property is from Catalina Street provided via a single ingress/egress curb cut and driveway. There is metered parking along the east and west side of Catalina Street fronting the project site.

There is no landscaped parkway along the west side of Catalina Street, however, there are several street trees in tree wells within the public right-of-way that will be retained or relocated as a result of the proposed project. Contemporary street light fixtures are located on Catalina Street, but none are located along the proposed project's street frontage. The project site is relatively level with a slight slope to the southeast with an elevation of approximately 223 feet above mean sea level (msl)[1]. A wrought iron fence presently encloses the entire property.

C. LAND USE AND ZONING DESIGNATIONS

The project site is located within the Wilshire Community Plan, a component of the Land Use Element of the City's General Plan. The Community Plan designates the project site as Regional Center Commercial, which corresponds to uses permitted within the CR, C1.5, C2, C4, and R5 zones. The zoning

[1] *Phase I Environmental Site Assessment Regarding the Land located at 621 S. Catalina Street, prepared by JMK Environmental Solutions, Inc., March 17, 2004*

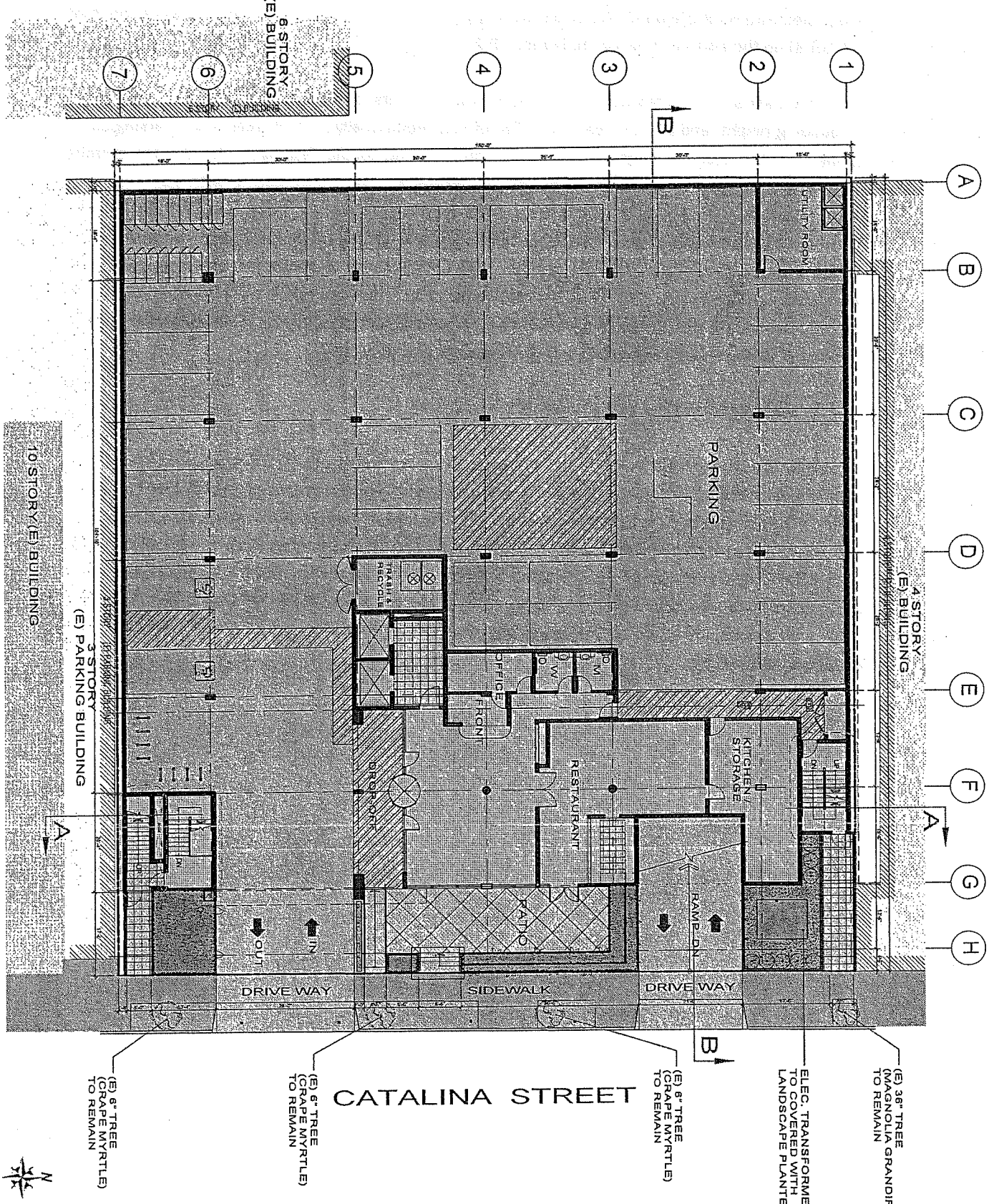
for the project site is CR-2 and P-2. The two southerly parcels (Lots 6 and 7) are zoned CR-2 while the third parcel (Lot 8) on the north end of the site is zoned P-2.

"CR" refers to a Limited Commercial zone. The "2" refers to Height District 2, which allows up to 75' of building height, and a floor area ratio (FAR) of 6:1. Additionally, the "P" refers to a parking zone, while the "2" also refers to Height District 2. The land use and zoning designation for the site permits residential and commercial uses; in particular, it permits a hotel development with approval of a Conditional Use Permit (CUP). The applicant is seeking a zone change for the entire site (Lot6, 7, and 8) from P-2 to C2-2 which would allow for the complete parcel to have a consistent zoning designation and would allow for restaurant use on the ground floor. The current zoning of CR and P would not allow any restaurant use in conjunction with the hotel. Additionally, as described below, the project is requesting other discretionary approvals regarding the permitted use within the C2-2 zoning classification. The site is located in the Wilshire Center-Koreatown Redevelopment Project Area.

D. DESCRIPTION OF THE PROPOSED PROJECT

The proposed project involves demolishing the existing 97-stall surface parking lot and constructing a six-story, 82-unit apartment hotel development (7 apartment dwelling units and 75 hotel guest rooms) with on-site parking located in a parking structure with one subterranean level, and one at ground level. The proposed apartment hotel development will include a ground floor 1,547square foot restaurant/retail space, and an approximate 1,469 square foot fitness center located on the second floor adjacent to an expansive terrace garden. Figure A-2 illustrates the site plan for the project site. Table A-1 provides a summary of the project. The following sections provide detailed discussion of the project components and features.

Figure A-2
Site Plan



Apartment Hotel on Catalina!

Table A-1
Project Summary

Site Area	
Total Gross Site Area	27,300 square feet (0.62 acres)
Net Site Area After Dedications	24,350 square feet (0.55 acres)
Total Project Area	24,350 square feet (0.55 acres)
Allowable Floor Area	146,100 square feet (6.0:1 FAR)
Total Proposed Floor Area	53,655 square feet (2.2:1 FAR)
Building Height	75 feet
Commercial/Amenities	
Restaurant	1,547 square feet
Fitness Center	1,469 square feet
Common Area	2,732 square feet
Total Area	5,748 square feet
Hotel Guest Rooms	
Unit A: 420 Square feet	43 rooms
Unit B: 480 square feet	20 rooms
Unit C: 747 square feet	12 rooms
	Total: 75 units
Apartment Units	
Unit D: 853 square feet	5 units
Unit E: 1,167 square feet	2 units
	Total: 7 units
Total Units	82 Units
Total Apartment Hotel Guest Room Floor Area	38,158 square feet
Total Apartment Room Floor Area	6,818 square feet
Total Common Area	8,679 square feet
Total Area	53,655 square feet
Percentage of Coverage	
Landscape Area (ground floor)	808 square feet
Hardscape Area (ground floor)	833 square feet
Building Coverage (ground floor)	20,840 square feet
Total Coverage	22,481 square feet (92.3%)
Parking	
Apartment Hotel Units Required/Provided	12
Unit D: 853 square feet — 5 units (1.5 spaces/unit =8)	
Unit E: 1,167 square feet — 2 units (2 spaces/unit = 4)	
Hotel Guest Rooms-Required/Provided	50
Unit A: 420 Square feet — 43 rooms, 1-30 rooms: 30 spaces	
Unit B: 480 square feet — 20 rooms, 31-60 rooms: 15 spaces	
Unit C: 747 square feet — 12 rooms, 61-75 rooms: 5 spaces	

Commercial Parking Required/Provided (1,547SF/1000*2)	3
Total Parking Required (by City Code)	65
Total Parking Spaces Provided	**91**
Excess Parking Spaces	26

Source: EWAI, LLC 2013

1. Hotel Commercial Uses

The proposed commercial use (apartment hotel related retail/restaurant) would be located on the ground floor. As shown in Figure A-2, the ground floor would include the apartment hotel lobby, administration offices, and the balance of the area dedicated for a retail/restaurant space. The retail/restaurant space is anticipated to be approximately 1,547 square feet. The 2nd floor of the building will contain the approximate 1,469 square foot fitness center. The 2nd floor level will also include the expansive garden and deck. Overall, the project would entail approximately 3,016 square feet of retail/restaurant and fitness center area.

2. Apartment Hotel Rooms

The proposed 82 apartment hotel units would be located on the 2nd through 6th floors. The entry lobby will be provided on the ground floor to check-in/out all occupants and visitors to the upper apartment hotel room floors. There would be 16 rooms on the 2nd floor, 17 rooms per floor on the 3rd through 5th floor, and 15 rooms on the 6th floor. The apartment hotel development proposes five room types, each containing either a kitchen or kitchenette. 63 of the units will be studio units, 17 rooms will be one bedroom units, while the remaining 2 units will be 2-bedroom suites totaling 82 rooms. The proposed development will consist of 75 hotel guest rooms and 7 apartment dwelling units.

3. Apartment Hotel Amenities

The 1st and 2nd floors will include the apartment hotel related amenity space. The first floor will contain a retail/restaurant space for dining, while the 2nd floor will consist of an expansive garden area and decking with an adjoining interior fitness center. Overall, including the proposed commercial space (retail/restaurant), hotel rooms (75), apartment units (7), and amenity (fitness center), the total project would include 53,655 square feet of floor area, resulting in a Floor Area Ratio (FAR) of 2.2:1, whereby the zoning permits a maximum of 6.0:1.

4. Landscaping

The project has been designed to link the ground floor lobby area with Catalina Street by establishing a focal point to the apartment hotel lobby from the driveway entry. Landscaping would be provided along the east property line facing Catalina Street on the ground level. Decorative paving would be provided to enhance the pedestrian environment. The ground level would feature a variety of plantings and trees, including several large specimen canopy trees. Any street trees would be provided per the Department of Urban Forestry of Public Works requirements. Additionally, landscaping would also be provided on the 2nd floor terrace garden.

5. Building Elevation

The height of the proposed building at the top of the roof parapet would be approximately 70 feet. Figure A-4 provides conceptual elevation views of the proposed building. As stated above, Height District 2 provides a limitation of 6:1 on floor area, and six-stories or 75 feet on building heights.

6. Parking and Access

Parking for the proposed hotel development includes 91 on-site parking spaces (e.g. 36 spaces at grade and 55 spaces within one subterranean level). The LAMC requires 50 parking spaces for the 75 hotel guest rooms, 12 spaces for the 7 apartment dwelling units, in addition to 3 spaces for the commercial component, thereby totaling 65 parking spaces. 91 spaces are proposed resulting in 26 excess parking spaces.

Vehicular access for the hotel development would be via a two driveways along Catalina Street as illustrated in Figure A-2. The new curb cuts along Catalina Street driveway would not be restricted and therefore would allow for both a left in and a left turn out for guests and visitors of the project. Loading for the site would take place in the at-grade parking area.

7. Construction Schedule

It is anticipated that construction of the project would commence in 2015 and last approximately two years.

E. NECESSARY APPROVALS

Approvals required for development of the project include, but are not limited to, the following:

- **Zone Change from P-2 and CR-2 to C2-2 (ZC)** for Lots 6, 7, and 8 would allow for a ground floor restaurant use as well as consistent zoning designation for the entire property, pursuant to Section 12.32.F of the LAMC.

- **Conditional Use (CU)** for the construction of an apartment hotel within 500 feet of an R Zone pursuant to Section 12.24 where Section 12.24.W.24 of the LAMC authorizes relief.

- **Conditional Use (CUB)** for the on-site sale of alcohol beverages in conjunction with the proposed restaurant and hotel guest rooms uses pursuant to Section 12.24 of the LAMC where Section 12.24.W.1 authorizes relief.

- **Zoning Administrator's Adjustment** to deviate from the required front, side and rear yard setbacks, allowing for 0' sides and 0' rear in lieu of 10' sides and 18' rear yard, and permitting a loading space height of 11'-6" in lieu of the Code required 14'-0", respectively, pursuant to Section 12.12.2.C. 2, 3 and 6(b) where Section 12.2 authorizes relief.

- **Site Plan Review (SPR)** for the construction of an apartment hotel development with more than 50 guest rooms. Request that the Site Plan Review Findings pursuant to Los Angeles Municipal Code (LAMC) Section 16.05.D.2 be made as part of the discretionary approvals.

- Grading, foundation, and Building permits and such additional actions as may be determined necessary.

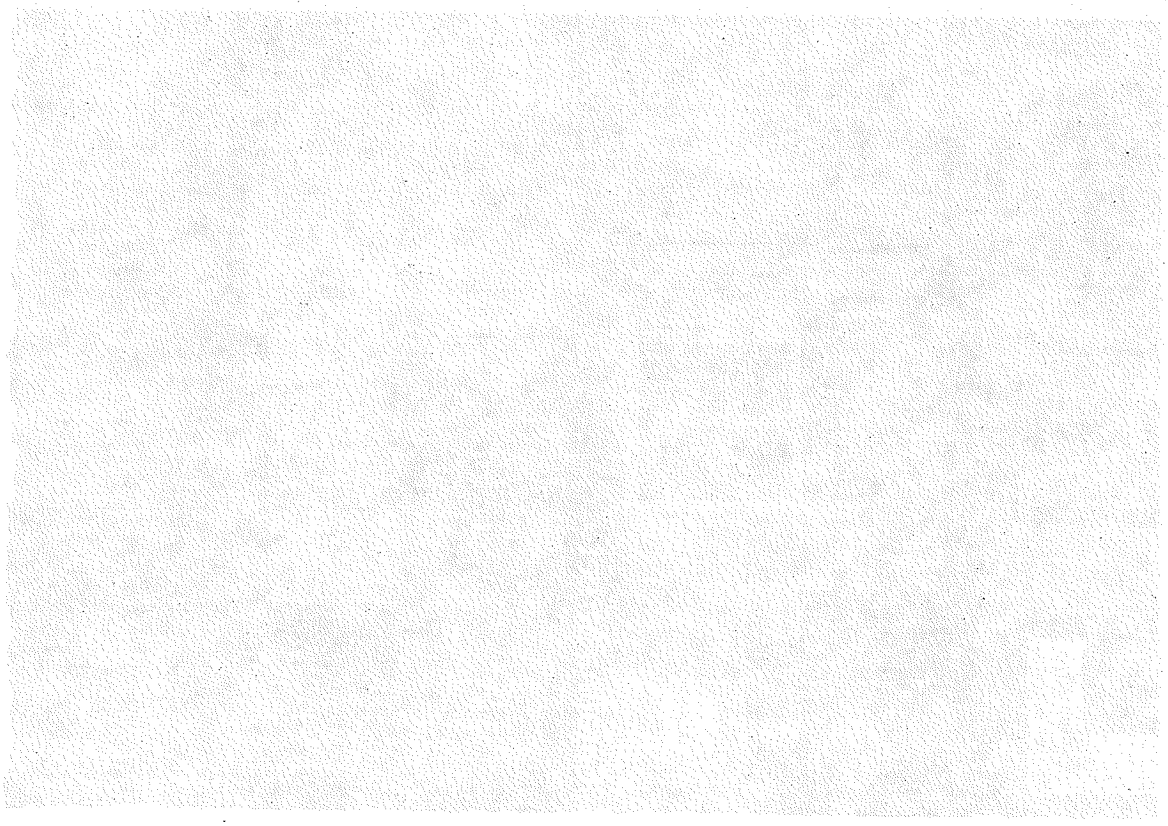


Figure A-3
Aerial Photograph

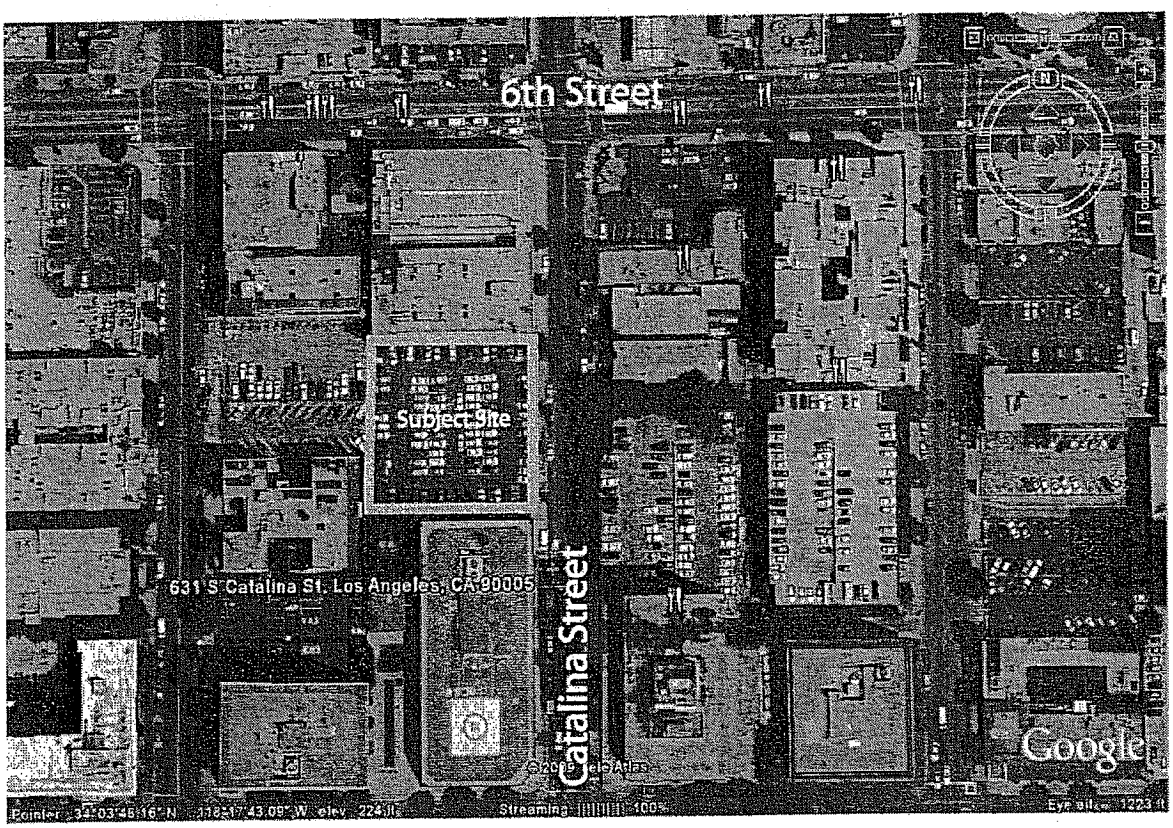
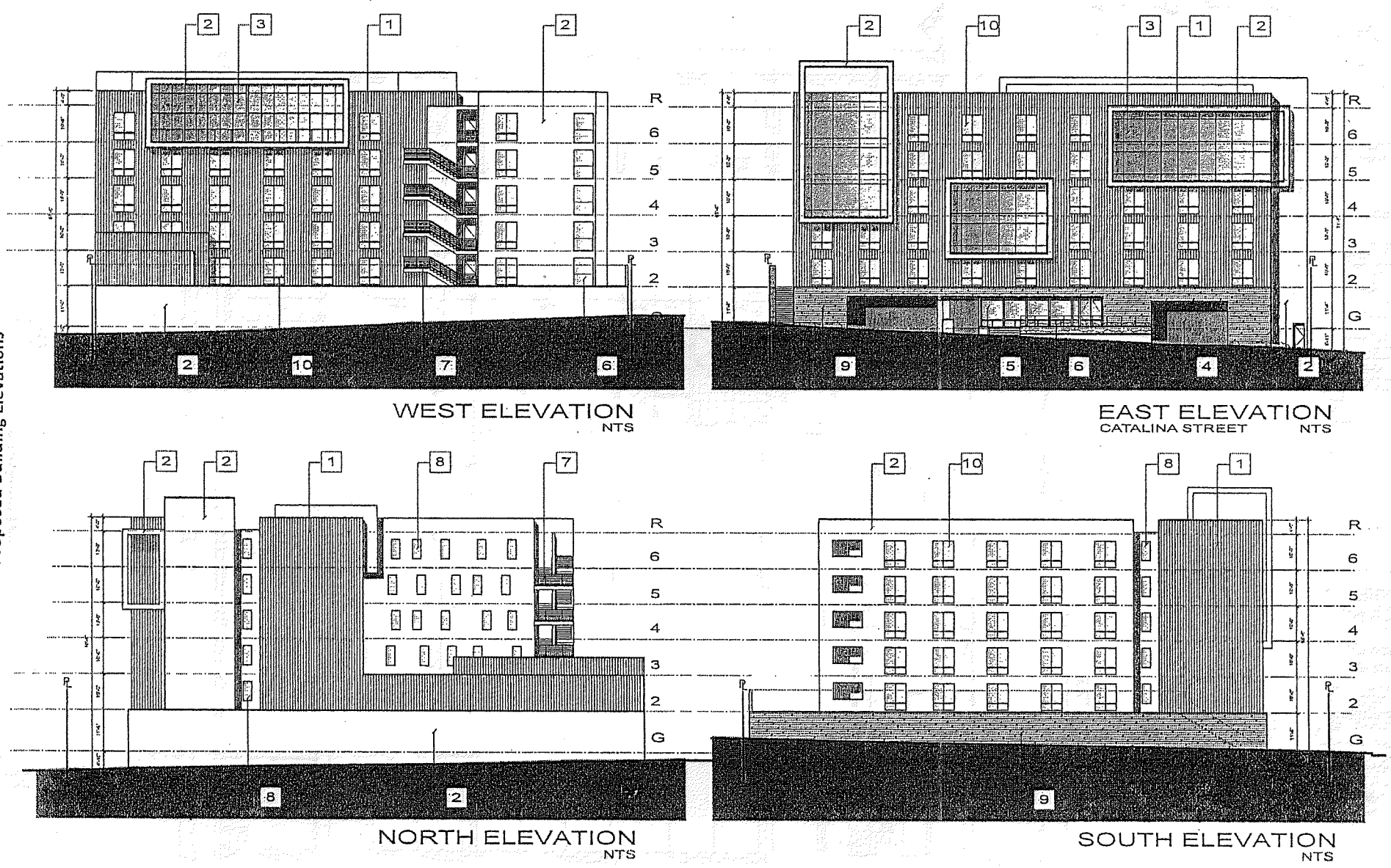


Figure A-4
Proposed Building Elevations



*SIGNS WILL BE ON A SEPARATE PERMIT

0 8 16 24 32

ALUMINUM FRAME WINDOW 10 | STONE VENEER 9 | FIXED GLAZING 8 | METAL STAIR 7 | GLAZING GUARD RAILING 6 | GLAZING STORE FRONT 5 | APT. GARAGE ENTRANCE 4 | CURTAIN WALL WINDOW SYSTEM 3 | EXTERIOR PLASTER 2 | CORRUGATED METAL PANEL 1

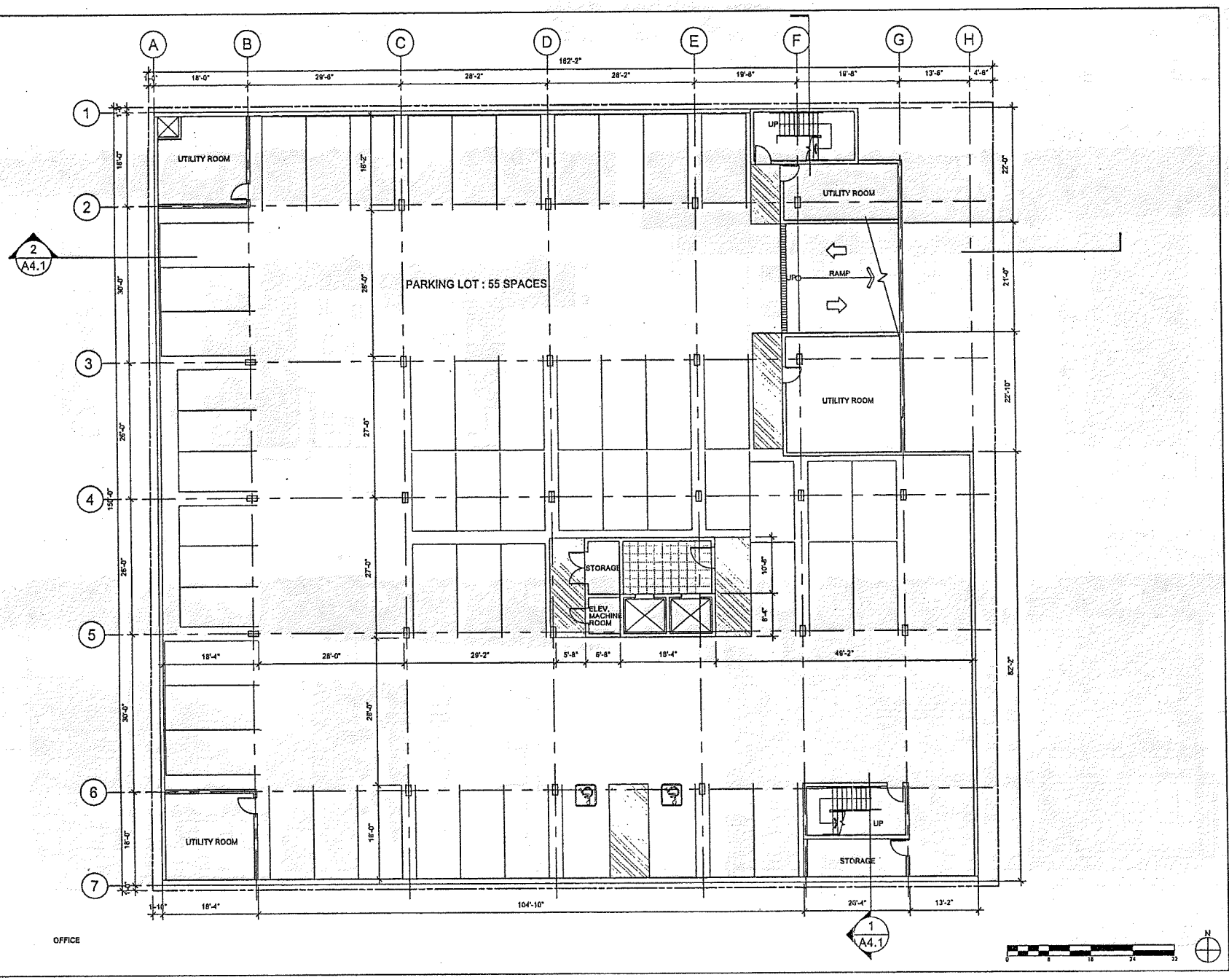


Figure A-5
Basement Level

EWAI

ARCHITECTURE · INTERIORS

PROJECT NAME AND ADDRESS

THE NEST
(52 UNITS APARTMENT)

621-631 S. CATALINA ST.
LOS ANGELES CA 90005

SEAL

REVISIONS

NO. DESCRIPTION DATE

DATE: 12/17/2012

SCALE 1/8"=1'-0"

SHEET NAME

BASEMENT LEVEL PLAN

SHEET NUMBER

A2.0

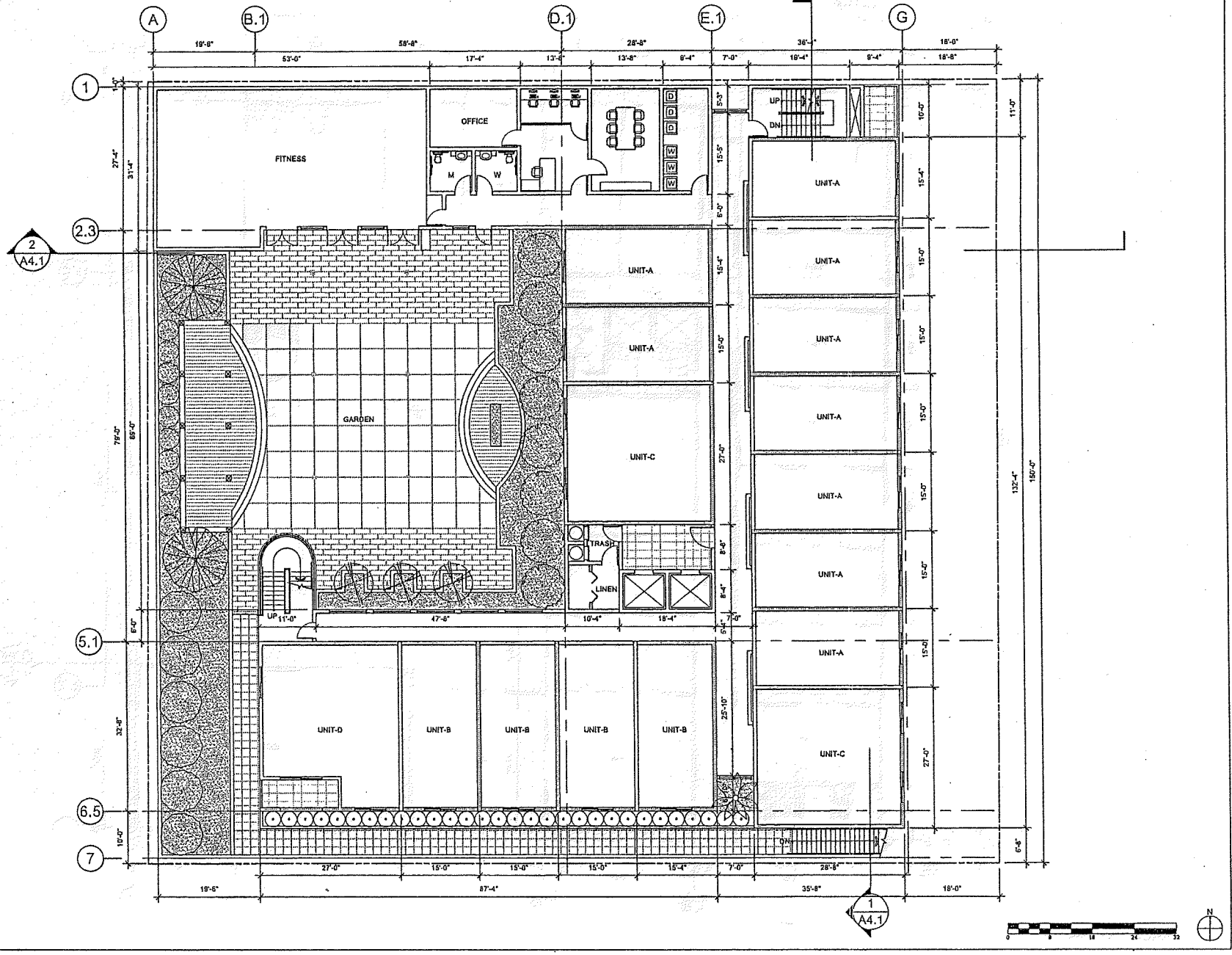


Figure A-6
2nd Floor Level

EWAI

ARCHITECTURE • INTERIORS

2454 West 7th Street Unit 210
Los Angeles California 90057
TEL 213 251 1570 FAX 213 251 1580

PROJECT NAME AND ADDRESS

THE NEST
(32 UNITS APARTMENT)

621-631 S. CATALINA ST.
LOS ANGELES CA 90005

SEAL

REVISIONS

NO	DATE	DESCRIPTION

PROJECT NO. 1213
DATE: 12/13/2012
DRAWN BY: J.K.
CHECKED BY:
APPROVED BY:

SCALE 1/8"=1'-0"

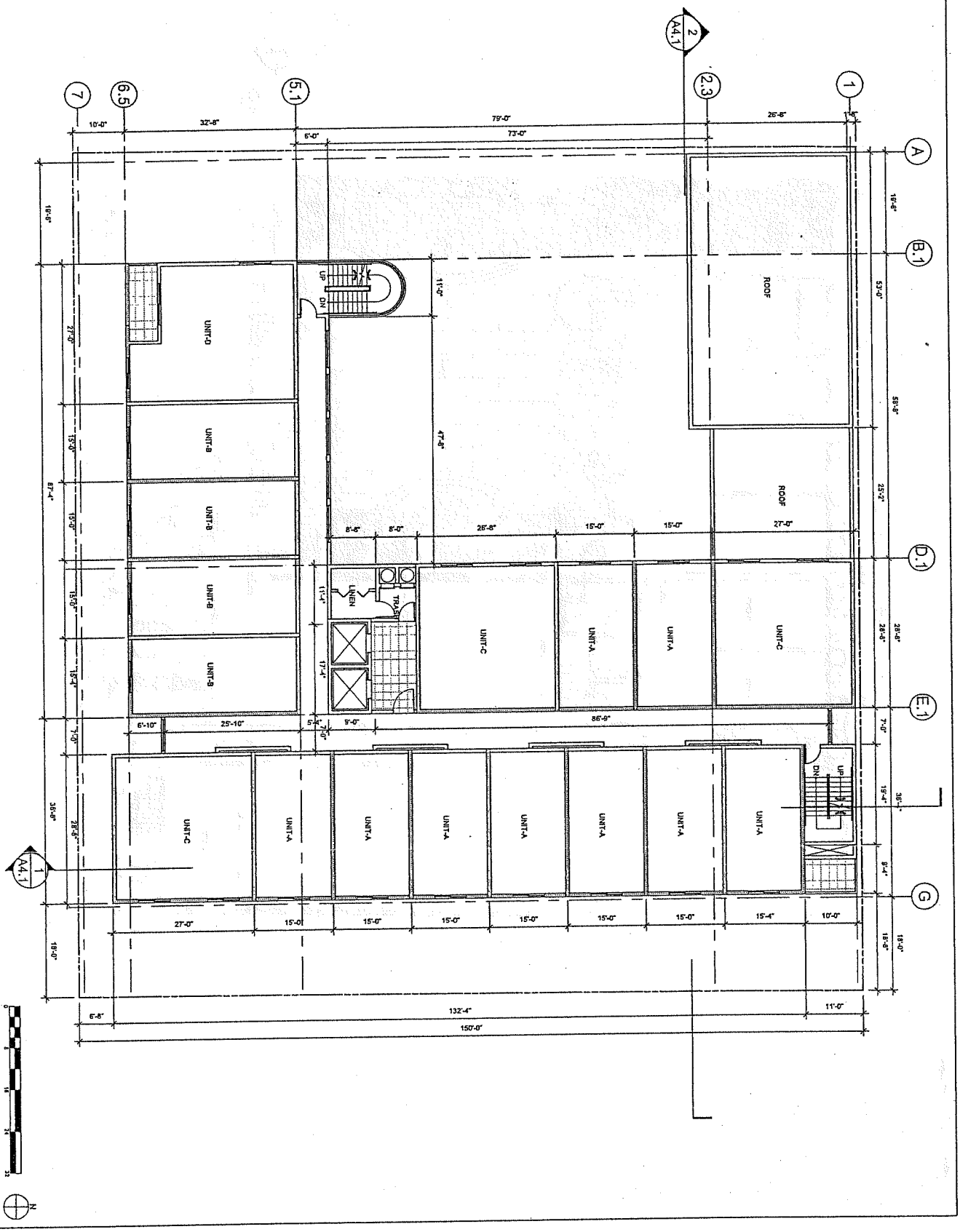
SHEET NAME

2ND. LEVEL PLAN

SHEET NUMBER

A2.1

Figure A-7
3rd – 5th Level



EWAI

ARCHITECTURE · INTERIORS

PROJECT NAME AND ADDRESS

THE NEST
(82 UNITS APARTMENT)

621-631 S. CATALINA ST.
LOS ANGELES CA 90005

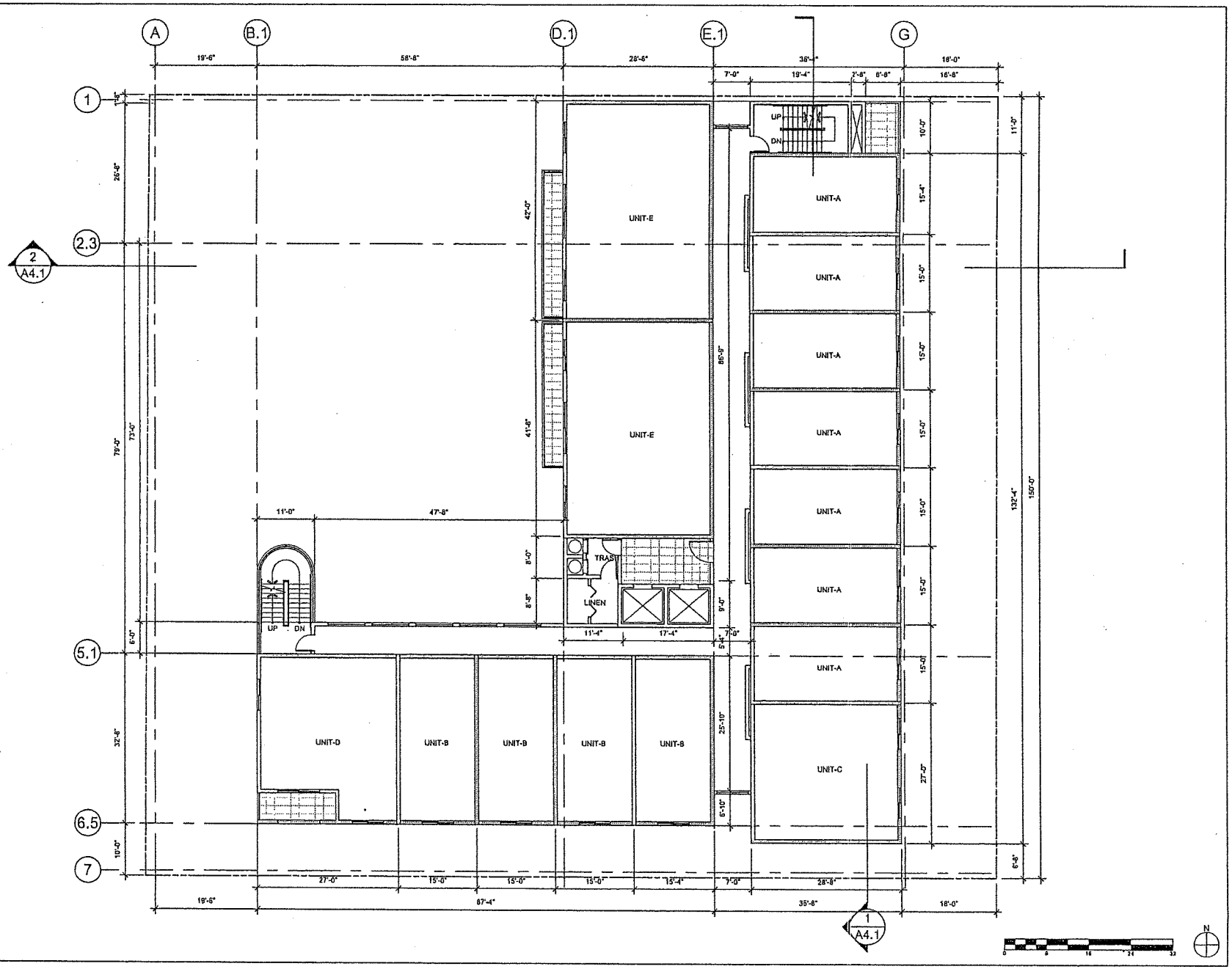
REVISIONS

3RD. - 5TH. LEVEL
PLAN

SHEET NUMBER

A2.2

Figure A-8
6th Level



EWAI

ARCHITECTURE • INTERIORS

2454 West 7th Street Suite 310
Los Angeles, California 90057
TEL 213 381 6781 FAX 213 381 6782

PROJECT NAME AND ADDRESS

THE NEST
(32 UNITS APARTMENT)

621-631 S. CATALINA ST.
LOS ANGELES CA 90005

SEAL

REVISIONS

NO.	DATE	DESCRIPTION

PROJECT NUMBER
DATE: 12/13/2012
DRAWN BY: AK
CHECKED BY:
APPROVED BY:

SCALE 1/8"=1'-0"

SHEET NAME

6TH. LEVEL
PLAN

SHEET NUMBER

A2.3

4.0 Environmental Impacts Analysis Evaluation

I. AESTHETICS

Would the project:

a. Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. The project site is presently developed with an asphalt-paved surface parking lot used for public parking for a daily fee for visitors to the area. As such, there are no on-site structures that have qualities containing unique natural or urban features. Thus, views of the site are unlikely to be considered especially valuable.

The project site is within a highly urbanized community west of downtown Los Angeles within the City of Los Angeles Wilshire Community Plan Area. The general topography within the project site is flat. Directly south of the project site on Wilshire Boulevard is a mix of ten to twenty-two story commercial and residential developments, which obstruct the southerly vantages to and from the project site. A seven story residential and retail building to the east of the site limits the easterly views to and from the site. The mix of two to six story office and residential developments along the north and west boundaries also restrict opportunities for views to and from the site. In general, views within the project vicinity are short in range and limited to the roadway corridors due the surrounding development. These views are common within urban areas, particularly in more densely developed commercial corridors, and are unlikely to be considered unique scenic vistas.

The project site is not located in a scenic area or vista designated by the City of Los Angeles and is not listed in the Historic Resources Inventory database maintained by the State Office of Historic Preservation. Furthermore, there are no scenic highways in the surrounding project area identified by the City of Los Angeles. The proposed project would be visible within the immediate vicinity; however the building would be built within the height limit of the zone and would not be out of scale with surrounding development and therefore impacts to scenic vistas would be less than significant.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. As discussed above in response to Checklist Question 1.a, the project site is currently developed with a paved parking lot. The project site is not located in the vicinity of a State-designated scenic highway. Although there are several street trees along Catalina Street, none of the trees have been identified as scenic resources that are subject to protection, conservation and/or relocation by the City of Los Angeles. In addition, the project site does not contain any unique or locally recognized, natural, urban, or historic features, nor is the project site listed on the Historic Resources Inventory database maintained by the State Office of Historic Preservation. Therefore, implementation of the project would not damage scenic resources or other desirable features within a state-designated scenic highway, and no impacts would occur to scenic resources.

c. **Substantially degrade the existing visual character or quality of the site and its surroundings?**

Potentially Significant Unless Mitigation Incorporated. The project site is currently developed as a paved parking lot. The site does not possess any unique, natural, or urban features.

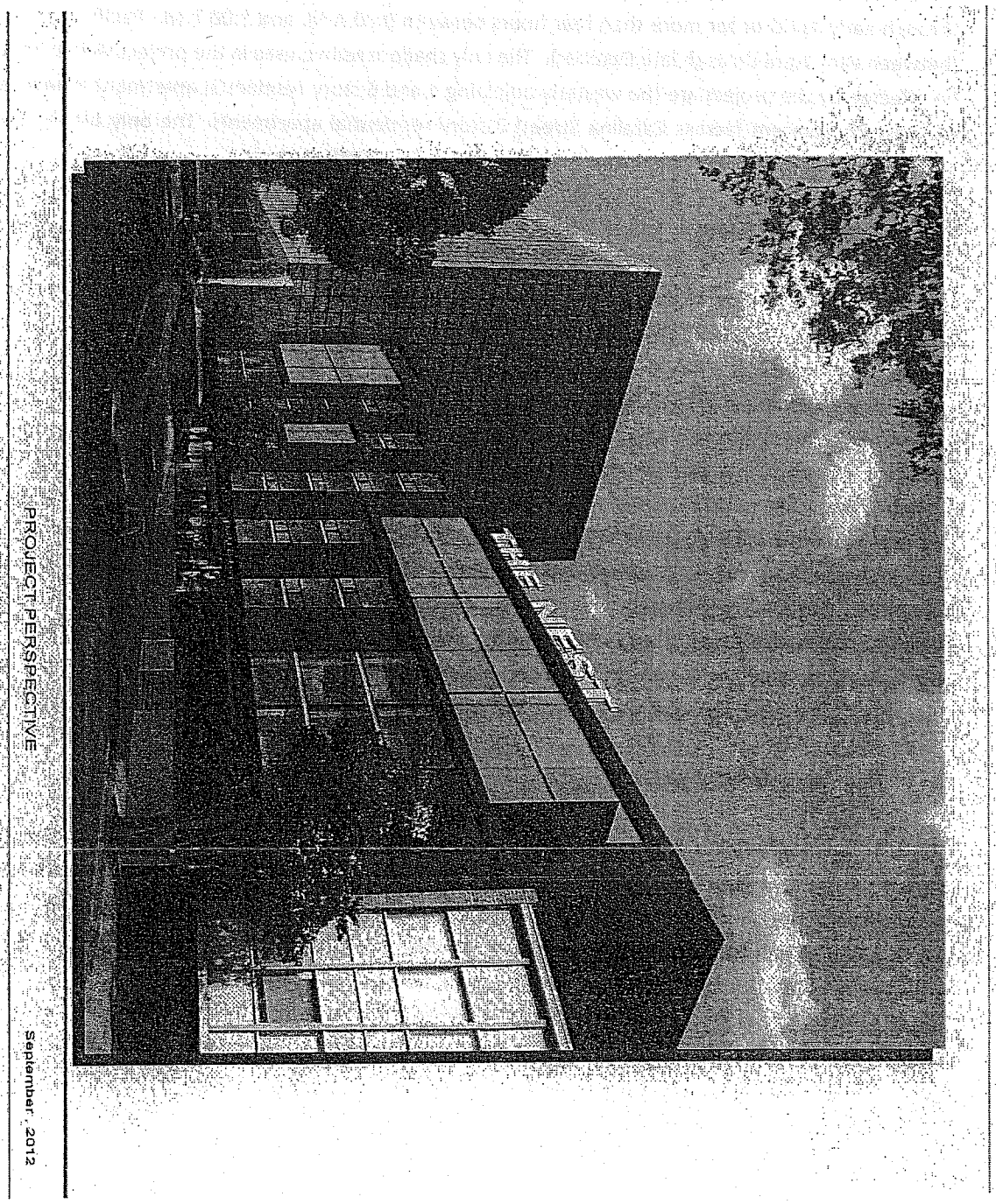
The site is located in a highly urbanized community with a General Plan land use designation as "Regional Center Commercial." In accordance with the City of Los Angeles General Plan, the Wilshire Community Plan as a component of the General Plan Land Use Element describes the Wilshire Regional Commercial Center as "a dense collection of high rise office buildings, large hotels, regional shopping complexes, churches, entertainment centers, and both high and low-rise apartment buildings." Objective 2-3 of the Wilshire Community Plan aims to "enhance the visual appearance and appeal of commercial districts"[1].

The apartment hotel project is compatible with the current character of development established along Wilshire Boulevard, which is one-half block south of the site. Additionally, the project will be required to comply with the Residential Citywide Design Guidelines. Figure B-1 provides a preliminary conceptual perspective rendering of the project.

Furthermore, to increase the aesthetics of the project, all of the required parking for the project would be located within the enclosed parking garage (one subterranean level, and one at ground level) which would be shielded by the building's exterior walls. Signage would be integrated in the architecture of the building, and outdoor lighting would be limited per the City's standards. The overall building structure would be 6 stories and 75 feet high, which is within the height and story limitations allowed by Height District 2 as proposed. The final design of the building and off-site improvements would be subject to design review by the City of Los Angeles to ensure that the architectural integrity of the building and streetscape components are consistent with the vision of the Wilshire Community Plan, and with the incorporation of the mitigation measures below, any potential impacts would be reduced to a less-than-significant level.

[1] *City of Los Angeles Wilshire Community Plan*

Figure B-1 – Conceptual Perspective Rendering



Shade/Shadows. Development of the project would generate new shadows with varied lengths and angles depending on the time of day and season. The City of Los Angeles 2006 CEQA Thresholds Guide states that a significant shade/shadow impact would occur if a project would shade off-site shadow-sensitive uses during the spring and autumnal/fall equinoxes and winter and summer solstices for more than three hours between 9:00 A.M. and 3:00 P.M. Pacific Standard Time (between late October through early April) or for more than four hours between 9:00 A.M. and 5:00 P.M. Pacific Daylight Time (between early April through late October). The only shade sensitive uses in the project vicinity that could be affected by the project are the westerly adjoining 4 and 6 story residential apartment structures, and the easterly adjacent (across Catalina Street) 2-story residential apartments. The only useable outdoor spaces are the front yards of the easterly apartments across Catalina Street.

(a) Winter Solstice

Shadow impacts of the project would be the greatest during the winter solstice (December 21). As shown in Figure B-2, project shadows would extend to the north and would move in a northwesterly to northeasterly direction across the urban landscape. Figure B-2 provides a further detailed illustration of the shadows cast by the project during the winter solstice. As shown in Figure B-2, in the morning hour of 9:00 A.M., project shadows would fall primarily on the westerly adjoining 4 and 6-story apartment buildings. However, by 12:00 P.M., the shadows would not shade any portion of these buildings. In addition, there are no individual balcony spaces on this building thereby no balcony spaces would be shaded for more than three hours between the hours of 9:00 AM and 3:00 PM. By 3.00 P.M., the shadows would fall to the northeast and would shade the front yards of the builds across Catalina. However, as shown in Figure B-2, the sensitive uses to the east will not be shaded for more than two hours between 9:00 A.M. and 3:00 P.M. during the Winter Solstice. In conclusion, based on the City's threshold criteria, no routinely useable outdoor spaces would be shaded by the project for more than three consecutive hours, and the project would result in a less than significant shadow impact during the Winter Solstice.

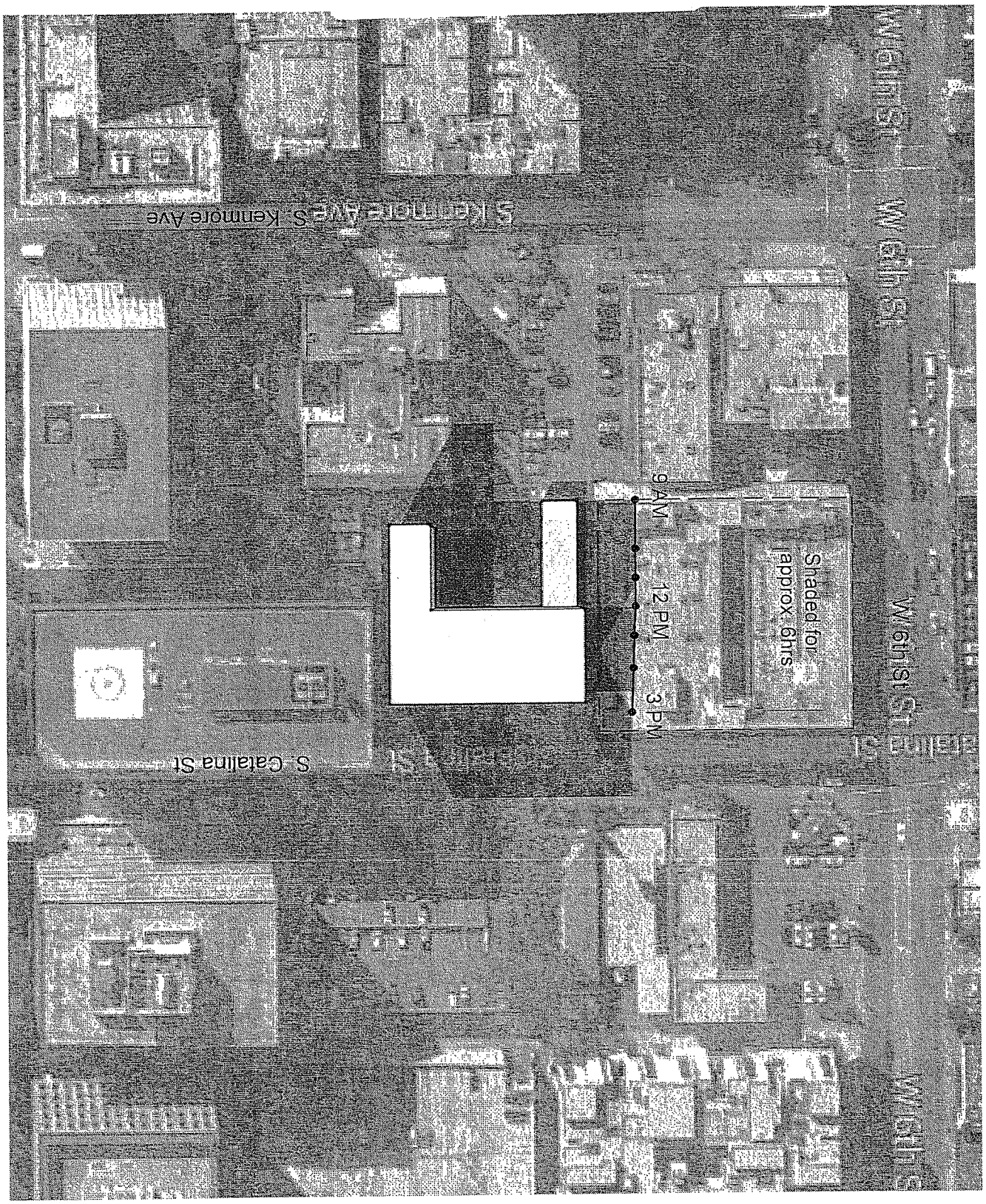
(b) Spring/ Fall Equinox

Figure B-2 illustrates the project shadows during the Spring and Fall Equinoxes. As shown in Figure B-2, in the morning hour of 9:00 A.M., shading from the project building would extend westward onto the adjacent 4 and 6-story apartment buildings. However, by 12:00 P.M., the shadows would not shade any portion of these building. By 3:00 P.M., shadows would fall to the northeast, but would not impact the sensitive uses to the east. In conclusion, based on the City's significant criteria, no routinely useable outdoor spaces would be shaded by the project for more than three consecutive hours, and the project would result in a less than significant shadow impact during the Spring and Fall Equinox.

(c) Summer Solstice

Figure B-2 illustrates project shadows during the summer solstice (June 21). As shown in Figure B-2, the project would not cast shadows over the open space areas of the residential structures to the west, northwest or east at any time of the day. Thus, no shadow impacts would occur during the summer solstice.

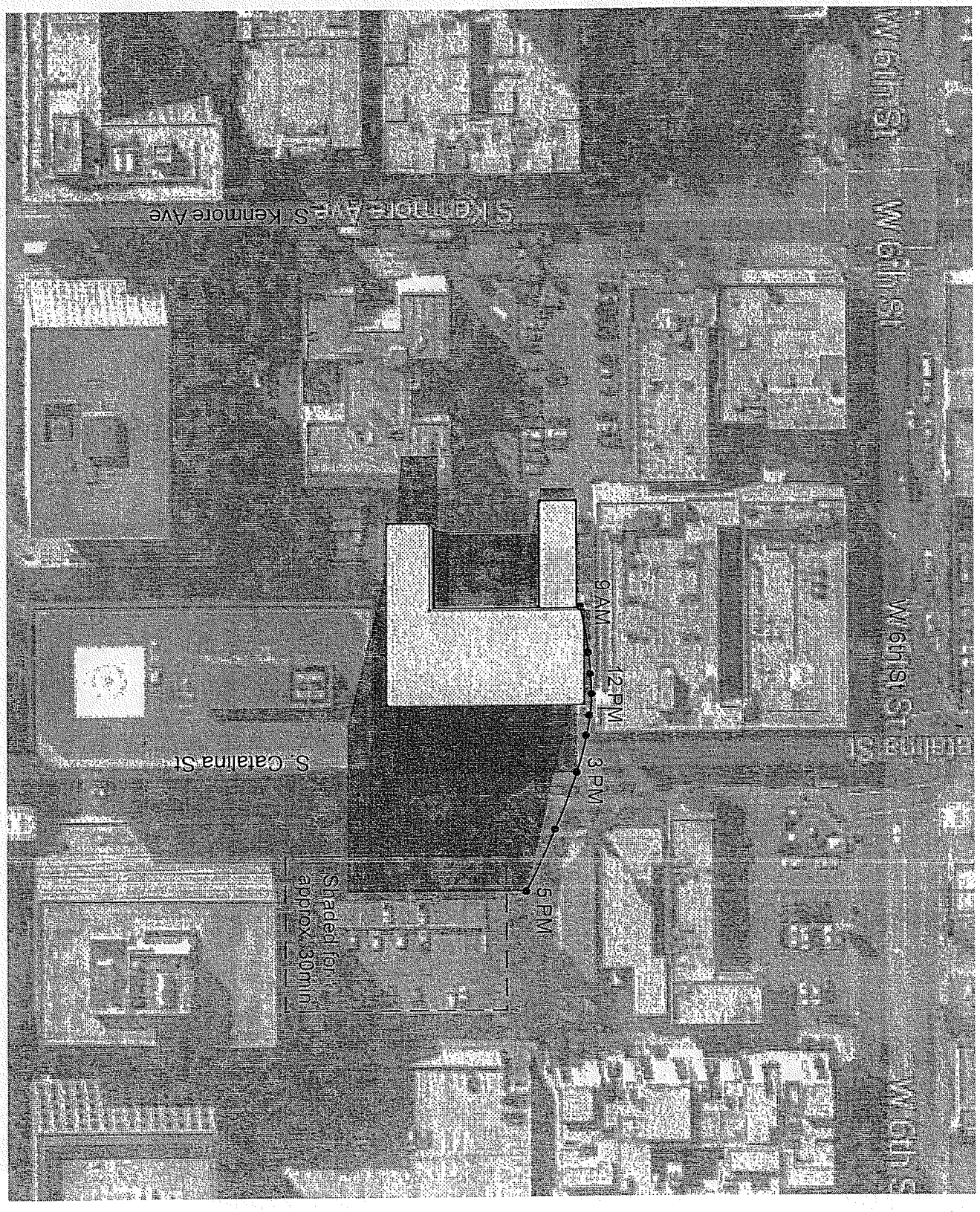
Figure B-2a
Spring Equinox Shadows
March 21



N

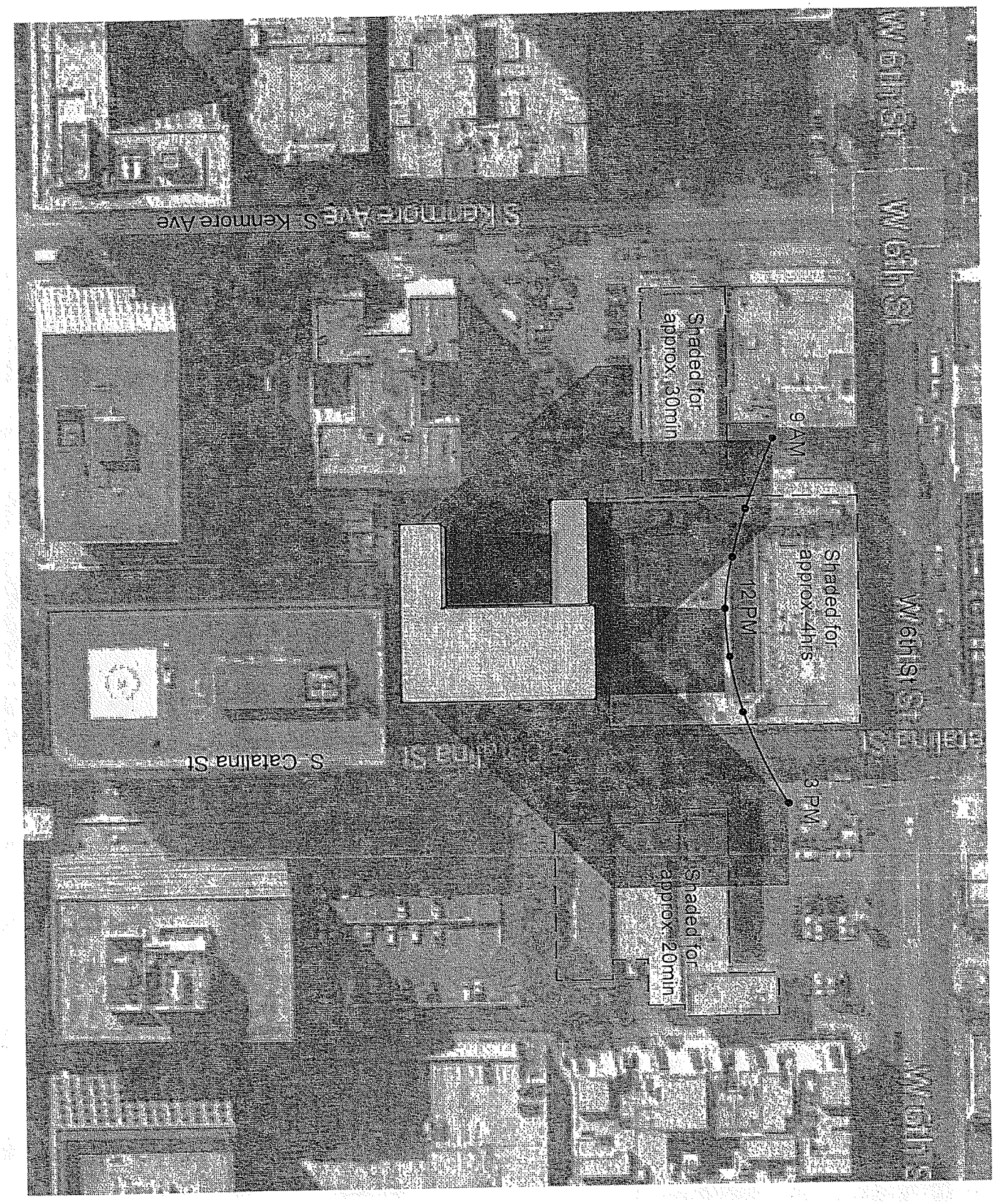
Apartment Hotel on Catalina!

Figure B-2b
Summer Solstice Shadows
June 21



Apartment Hotel on Catalina!

Figure B-2c
Winter Solstice Shadows
December 21



Apartment Hotel on Catalina!

Based on discussion above and with the incorporation of the mitigation measures below, the proposed project would have a less than significant impact on the visual character or quality of the project site or its surroundings.

Mitigation Measures

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 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 and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the decision maker.

I-40 Aesthetics (Retaining Walls less than 8 feet in Height)

- Retaining walls that can be viewed from the adjacent public right(s)-of-way shall incorporate one or more of the following to minimize their visibility: clinging vines, espaliered plants, or other vegetative screening; decorative masonry, or other varied and textured façade; or utilize a combination of methods. The method of compliance with this measure shall be noted on any required landscape plan.

I-90 Aesthetics (Vandalism)

Environmental impacts may result from project implementation due to graffiti and accumulation of rubbish and debris along the wall(s) adjacent to public rights-of-way. However, this potential impact will be mitigated to a less than significant level by the following measures:

- 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.

I-90 Aesthetics (Signage)

Environmental impacts may result from project implementation due to on-site signage in excess of that allowed under the Los Angeles Municipal Code Section 91.6205. However, the potential impact will be mitigated to a less than significant level by the following measures:

- On-site signs shall be limited to the maximum allowable under the Municipal Code.
- Multiple temporary signs in store windows and along building walls are not permitted.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Unless Mitigation Incorporated. The project site is located in a highly urbanized area with a mix of land uses including a surface parking lot and a four story commercial office

building to the north, eleven-story commercial office building to the south, two-story residential apartment buildings to the east, and an open paved parking lot and a six-story residential apartment structure to the west. The project vicinity exhibits considerable ambient nighttime illumination levels due to the densely developed nature of the area and presence of commercial and residential uses that are occupied at night. Artificial light sources from the surrounding residential and commercial structures include interior and exterior lighting for security, parking, architectural highlighting, incidental landscape lighting, and illuminated signage. Automobile headlights, streetlights, and stoplights along the major and secondary surface streets contribute to overall ambient lighting levels as well.

Light sensitive residential uses in proximity to the project site include a four and six-story apartment complex west of the site, and several two-story apartment buildings east of the project.

Similar to surrounding uses, the project would include low to moderate levels of interior and exterior lighting for security, parking, and architectural highlighting. Compliance with City and State energy conservation measures currently in place would limit the amount of unnecessary interior illumination during evening and nighttime hours. Additional exterior lighting would be utilized for the lobby entrance facing Catalina Street to provide well-lit entryways for safety purposes. Soft accent lighting used for signage and architectural highlighting would be directed to permit visibility of the highlighted element but, would not be so bright as to cause significant light spillover. All proposed signage and outdoor lighting would be subject to applicable regulations contained within the Los Angeles Municipal Code (LAMC) and/or Wilshire Community Plan. Additionally, outdoor lighting will be subject to the mitigation measure below, requiring shielding and thereby reducing any potential impacts to a less-than-significant level.

Interior lighting within the proposed hotel development would be visible during evening hours. Such lighting would not be expected to be bright enough to cast illumination onto light-sensitive properties. Additionally, it can be reasonably expected that many or most project guests would use blinds or curtains for privacy, which would reduce the amount of light emanating from the building. Furthermore, given the degree of ambient lighting that currently exists in the project area, the proposed lighting would not substantially alter ambient night light levels.

Glare occurs from sunlight reflected from reflective materials utilized in existing buildings along Wilshire Boulevard and from vehicle windows and surfaces. Glare-sensitive receptors also include motorists on the roadways surrounding the site. As glare is a temporary phenomenon that changes with the movement of the sun, receptors other than motorists are generally less sensitive to glare impacts than to light impacts.

Glass fenestration incorporated into the building façade would have low-reflectivity value, minimizing off-site glare. Although the project proposes the use of a corrugated metal siding, which could be reflective, the corrugated metal is painted with a flat finish minimizing the possibility of glare. Any glare experienced by nearby residences or the occupants of vehicles on nearby streets would be temporary, changing with the movement of the sun throughout the course of the day and the seasons of

the year. Therefore, the proposed project would not create a substantial new source of glare which would adversely affect day or nighttime views in the area.

Therefore, the proposed project would not create a substantial new source of glare which would adversely affect day or nighttime views in the area and a less than significant impact would occur.

Mitigation Measures

I-120 Aesthetics (Light)

Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:

- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

II. AGRICULTURAL RESOURCES

Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The project site is currently a parking lot, and no agricultural uses or related operations are present within the site or surrounding area. The project site is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program.

According to the 2002 Important Farmland Map, the project site is located in the area designated as "D - Urban and Built-Up Land." Therefore, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. No impact would occur and no mitigation measures are necessary.

b. Conflict with the existing zoning for agricultural use, or a Williamson Act Contract?

No Impact. The project site is zoned for commercial uses and parking, and is currently improved with a parking lot. Additionally, the proposed zone change would still allow for commercial uses. No agricultural zoning is present in the surrounding area, and no nearby lands are enrolled under the Williamson Act. As such, the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract and no mitigation measures are necessary.

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))?**

No Impact. Since there are no agricultural or forest uses or related operations on or near the project site, the project would not involve the conversion of forest land to other uses, either directly or indirectly. No impacts to forest land or uses would occur and no mitigation measures are necessary.

d. **Result in the loss of forest land or conversion of forest land to non-forest use?**

No Impact. Since there are no forest lands near the project site, the project would not involve the conversion of forest land to other uses, either directly or indirectly. No impacts to forest land or uses would occur and no mitigation measures are necessary.

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 or forest land to non-forest use?**

No Impact. Since there are no agricultural or forest lands near the project site, the project would not involve the conversion of agriculture or forest land to other uses, either directly or indirectly. No impacts to forest land or uses would occur and no mitigation measures are necessary.

III. AIR QUALITY

Would the project:

a. **Conflict with or obstruct implementation of the applicable air quality plan?**

Less Than Significant Impact. The project site is located within the 6,745-square mile South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is required, pursuant to the Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e. ozone, PM_{10}, and $PM_{2.5}$). The project would be subject to the SCAQMD's Air Quality Management Plan (AQMP). The AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG).

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment.[2] With regard to air quality planning, SCAG has prepared

[2] *SCAG serves as the federally designated metropolitan planning organization (MPO) for the Southern California region.*

the Regional Comprehensive Plan and Guide (RCPG), which includes Growth Management and Regional Mobility chapters that form the basis for the land use and transportation control portions of the AQMP and are utilized in the preparation of the air quality forecasts and consistency analysis included in the AQMP.

A project is consistent with the AQMP if it is consistent with the population, housing and employment assumptions which were used in the development of the AQMP. The 2012 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates SCAG's Regional Transportation Plan (RTP) socioeconomic forecast projections of regional population and employment growth. SCAG locates the project site within the City Los Angeles sub region. The 2008 RTP projects that this sub region will grow by about 221,200 persons and 82,500 employees between 2008 and 2020. The project is projected to result in a potential 20 person increase in permanent residential population (assuming an average household size of 2.82 persons for the seven apartment units), and an approximate increase of 26 new permanent employees (jobs), which represents 0.01 percent of the total projected population growth and 0.03 percent of the total projected employment growth. Such levels of residential and employee growth is consistent with the forecasts for the sub region as adopted by SCAG. Because the SCAQMD has incorporated these same projections into the AQMP, it can be concluded that the project would be consistent with the projections in the AQMP.

The Congestion Management Program (CMP) was enacted by the Metropolitan Transportation Authority (Metro) to address traffic congestion issues that could impact quality of life and economic vitality. The intent of the program is to provide an analytical basis for transportation decisions throughout the state. An analysis is required at all CMP monitoring intersections for which a project is projected to add 50 or more trips during any peak hour. In addition, analysis is required for all freeway segments for which a project is projected to add 150 or more hourly trips, in each direction, during the peak hours analyzed.

As described in further detail below in Response XV(b), the project is expected to generate 39 net weekday AM peak hour trips and 50 net weekday PM peak hour trips. The nearest CMP arterial monitoring intersections to the project site are the following intersections:

- Western Avenue and 9th Street (approximately 1.2 miles southwest of project site)
- Wilshire Boulevard and Alvarado Street (approximately 1.1 miles east of the project site)
- Western Avenue and Wilshire Boulevard (0.8 miles west of the project site)

Based on the Project trip generation and the distance of these CMP routes from the study intersections, it is not expected that 50 or more new trips per hour would be added to these locations. Therefore, no further analysis of potential CMP impacts is required.[3] Thus, the project would not likely conflict with or obstruct implementation of the CMP. Based on the above discussion of applicable air

[3] *Traffic Impact Study for The Nest Apartment Hotel Development at 631-635 S. Catalina Street, RBF, January 17, 2013.*

mitigation measures would be necessary.

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Unless Mitigation Incorporated. As indicated above, the project site is located within the South Coast Air Basin, which is characterized by relatively poor air quality. While the project falls short of the SCAQMD Thresholds for air quality impact, the project would contribute to local and regional air pollutant emissions during construction (short-term) and project occupancy (long-term). However, with the implementation of the mitigation measures listed below, construction and operation of the project would result in less than significant impacts relative to the daily significance thresholds for criteria air pollutant emissions established by the City of Los Angeles and SCAQMD for construction and operational phases.

Construction

The SCAQMD has established regional and local daily significance thresholds that address pollution sources associated with general construction activities, such as the operation of onsite construction equipment, fugitive dust from demolition and site grading/excavation activities, and travel by haul trucks and construction workers. The SCAQMD sets thresholds for Volatile Organic Compounds (VOC), Nitrogen Oxides (NOx), Carbon Monoxide (CO), Sulfur Oxides (SOx), and Particulate Matter (PM). Project construction emissions were calculated using the CalEEMod emissions inventory model. During Year 1, construction activities include demolition, grading/excavation, and subterranean development. While in Year 2, construction of the apartment hotel (i.e. building construction, architectural coating, paving, and other site improvements) will be performed. Demolition, grading/excavation and construction emissions are presented in Table B-1 below:

Table B-1

Construction Air Emissions

Emissions Source	Pollutant (pounds/day)[1]					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Year 1						
Unmitigated Emissions	11.29	97.54	57.97	0.10	59.05	8.23
Mitigated Emissions[2,3]	11.29	97.54	57.97	0.10	43.04	6.33
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Is Threshold Exceeded After Mitigation?	***No***	***No***	***No***	***No***	***No***	***No***
Year 2						
Unmitigated Emissions	60.76	41.29	28.84	0.05	3.44	3.14
Mitigated Emissions[2,3]	60.76	41.29	28.84	0.05	3.31	3.14
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Is Threshold Exceeded After Mitigation?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod, as recommended by the SCAQMD.
2. The reduction/credits for construction emission mitigations are based on mitigation included in the CalEEMod model and as typically required by the SCAQMD through Rule 403. The mitigation includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces twice daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour.

As shown above, emissions from project construction activities would fall below regional SCAQMD significance thresholds. Therefore, with the incorporation of the following mitigation measures, it is anticipated that project construction would not violate an air quality standard or contribute significantly to an existing or projected air quality violation, and impacts would be less than significant.

Mitigation Measures

III-10 Air Pollution (Demolition, Grading, and Construction Activities)

- 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.

Operational Impacts

The SCAQMD has also established separate significance thresholds to evaluate potential impacts associated with the incremental increase in criteria air pollutants associated with long-term project operations. Project operations could potentially increase mobile source emissions as well as emissions generated by area sources (e.g., natural gas combustion, landscape fuel combustion, consumer products, and architectural coatings). Operational emissions related to baseline and project conditions were computed using the CalEEMod emissions inventory model.

Table B-2
Long-Term Operational Air Emissions

Emissions Source	Pollutant (pounds/day)[1]					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Unmitigated Area Source Emissions[2]	3.06	0.00	0.00	0.00	0.00	0.00
Mitigated Area Source Emissions[2]	*3.06*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*
Unmitigated Energy Emissions	0.07	0.62	0.52	0.00	0.05	0.05
Mitigated Energy Emissions	*0.07*	*0.60*	*0.51*	*0.00*	*0.05*	*0.05*
Unmitigated Mobile Emissions	32.62	81.69	300.62	0.39	47.64	3.31
Mitigated Mobile Emissions	*24.34*	*54.84*	*211.32*	*0.24*	*27.94*	*2.03*
Total Unmitigated Emissions	**35.75**	**82.31**	**301.14**	**0.39**	**47.69**	**3.36**
Total Mitigated Emissions	*27.47*	*54.84*	*211.83*	*0.24*	*27.99*	*2.08*
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Is Threshold Exceeded? (Significant Impact?)	***No***	***Yes***	***No***	***No***	***No***	***No***

Notes:
1. Based on CalEEMod modeling results, worst-case seasonal emissions for area and mobile emissions have been modeled.

The SCAQMD recommends a hot-spot evaluation of potential localized CO impacts when vehicle capacity (V/C) ratios are increased by two percent or more at intersections with a level of service (LOS) of D or worse. As indicated in Section XV. Transportation and Circulation, traffic congestion would increase under future traffic scenarios, when compared to existing traffic levels. The comparison of the intersections indicates that no traffic volume increases above two percent would occur at project-affected intersections. Therefore, no significant impacts relative to CO hot spot impacts are anticipated to occur. Based on the above analysis, and with the incorporation of the following mitigation measure, it is not anticipated that construction or operation of the project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, impacts after mitigation would be less than significant.

Mitigation Measures

III-90 Air Quality (Operational)

- The construction contractor shall choose low- or no- VOC indoor paints. VOC concentrations (grams/liter) of interior paints should equal to or less than those specified by the EPA's Environmentally Preferable Purchasing Program as follows:
    - Interior latex coatings: Flat, 100 grams/liter; Non-flat, 150 grams/liter

- Interior oil-based paints: 380 grams/liter

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)?**

Less Than Significant Impact. The SCAQMD's approach for assessing cumulative impacts related to operations is based on the attainment of ambient air quality standards in accordance with the requirements of the Federal and State Clean Air Acts. As discussed earlier, the SCAQMD has developed a comprehensive plan, the 2012 AQMP, which addressed the region's cumulative air quality condition.

A significant impact may occur if a project would add a cumulatively considerable contribution of a federal or state non-attainment pollutant. Because the basin is currently in non-attainment for ozone, PM_{10} and $PM_{2.5}$, related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. Cumulative impacts to air quality are evaluated under two sets of thresholds for CEQA and SCAQMD. In particular, CEQA Guidelines Section 15064(h)(3) provides guidance in determining the significance of cumulative impacts. Specifically, Section 15064(h)(3) states in part that:

> *A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable of the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g., water quality control plan, air quality plan, integrated waste management plan) within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency..."*

For purposes of the cumulative air quality analysis with respect to CEQA Guidelines Section 15064(h)(3), the project's incremental contribution to cumulative air quality impacts is determined based on compliance with the SCAQMD adopted 2012 AQMP.

A project is deemed inconsistent with air quality plans if it results in population and/or employment growth that exceeds growth estimates in the applicable air quality plan. In turn, the AQMP relies upon growth projections adopted by the SCAG, which in turn, relies upon adopted General Plan growth projections.

As discussed above, the project would not result in population and/or employment growth that exceeds growth estimates in the AQMP. Because the SCAQMD has incorporated these same projections in the AQMP, the project would be consistent with the projections in the 2012 AQMP. In addition, the project would comply with all rules and regulations as implemented by the SCAQMD and the California Air

Resources Board (CARB). Therefore, it was determined that the project was consistent with the AQMP. Thus, given the project's consistency with the AQMP, the project's incremental contribution to cumulative air quality effects is not cumulatively considerable, per CEQA Section 15064(h) (3), and less than significant impacts would occur.

d. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Unless Mitigation Incorporated. Certain population groups are especially sensitive to air pollution and should be given special consideration when evaluating potential air quality impacts. These population groups include children, the elderly, and persons with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. As defined in the SCAQMD *CEQA Air Quality Handbook*, a sensitive receptor to air quality is defined as any of the following land use categories: (1) long-term health care facilities; (2) rehabilitation centers; (3) convalescent centers; (4) retirement homes; (5) residences; (6) schools (i.e. elementary, middle school, high schools); (7) parks and playgrounds; (8) child care centers; and (9) athletic fields. The project site generally situated in and around other commercial, residential and institutional developments. Table B3 below lists the distances and locations of sensitive receptors within the project vicinity.

Table B3 - Sensitive Receptors

Type	Name	Distance from Project Site (feet)	Direction from Project Site
Residential	Residential Uses	60	East
Schools	Robert F. Kennedy Community Schools	350	Southwest
Places of Worship	Immanuel Presbyterian Church	425	Southeast
Source: Google Earth, 2010.			

The subject site is located within the SCAQMD, a known non-attainment zone and is located near several sensitive receptors. There is the potential to expose sensitive receptors to high pollutant concentrations during the construction phase of the project, however with the incorporation of the Mitigation Measure III-10, listed above, it is anticipated that impacts would be mitigated to a less-than-significant level. In addition, construction activities would comply with SCAQMD Rule 403 regarding the control of fugitive dust and other specified dust control measures. As such, impacts to off-site sensitive receptors would not occur and no impacts would result.

e. Create objectionable odors affecting a substantial number of people?

Potentially Significant Unless Mitigation Incorporated. Residential hotel and commercial buildings are generally not considered substantial point sources of objectionable odors. The project would be constructed using conventional building material typical of construction projects of similar type and size, and odiferous building materials are not anticipated to be used. Any odors that may be

generated during construction would be localized and temporary in nature and would not be sufficient to affect a substantial number of people or result in a nuisance as defined by SCAQMD Rule 402.

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The project does not include any uses identified by the SCAQMD as being associated with odors. However, the project does include restaurant uses which have the potential to emit odors through cooking and char broilers. The project would minimize the release of odors from restaurant uses with odor reducing equipment as necessary. Garbage collection areas for the project would be covered and situated away from the property line and sensitive uses. Good housekeeping practices along with the following mitigation measures would be sufficient to prevent nuisance odors. Therefore, odor impacts would be reduced to a less than significant level.

Mitigation Measures

III-60 Objectionable Odors (Commercial Trash Receptacles)
Environmental impacts may result from project implementation due to the location of trash receptacles near adjacent residences. However, these impacts will be mitigated to a less than significant level by the following measure:

- Open trash receptacles shall be located a minimum of 50 feet from the property line of any residential zone or use.
- Trash receptacles located within an enclosed building or structure shall not be required to observe this minimum buffer.

IV. BIOLOGICAL RESOURCES

Would the project:

a. **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

Less Than Significant Impact. The project site is located in a highly urbanized area and is currently used as a parking lot. The project site does not include suitable habitat for candidate, sensitive, or special status species. Due to the high levels of human activity and development in the project area, there is little potential for sufficient natural habitat to support candidate, sensitive, or special status species. Consequently, project implementation would not likely have a substantial adverse effect on candidate, sensitive, or special status species.

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

Less Than Significant Impact. The project site is located in an urbanized area and is a paved parking lot. The project site is not located within a significant ecological area (SEA), as designated by the City of Los Angeles[4], and no riparian habitat or other sensitive natural communities exist on site. Therefore, implementation of the project would not likely result in a substantial adverse effect on riparian habitat or other sensitive natural community.

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?

No Impact. The project site is located in an urbanized area and is currently a paved, surface parking lot. The site does not contain any federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, implementation of the project would not result in a substantial adverse effect on federally protected wetlands. Impacts would not occur and no mitigation measures are necessary.

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?

Less Than Significant Impact. The project site is entirely developed with a parking lot in a fully urbanized region that is mostly segmented and lacks the continuity that is consistent with those known to support any non-avian candidate, sensitive, or special-status species. Surrounding land uses for the project site consist primarily of commercial and residential uses. No wildlife corridors or native wildlife nursery sites are known to be present on the site or in the vicinity. The project will not adversely interfere with the movement of any native resident or migratory fish or wildlife species or use of wildlife nursery site.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g. oak trees or California walnut woodlands)?

Potentially Significant Unless Mitigation Incorporated. The project site is entirely developed with a parking lot and contains no on site vegetation. Thus, no locally protected biological resources exist on the project site. Several street trees are present along Catalina Street fronting the site. However, the project is not anticipated to require the removal of the street trees during construction of the project improvements. Additionally, none of these trees are locally protected species (e.g. oak trees, or California

[4] *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, Figure BR-1B.*

walnut woodlands). Nonetheless, if required, any street trees removed would be replaced in accordance with the City of Los Angeles Street Tree Ordinance and the mitigation measure below. Therefore, the project would not conflict with local policies or ordinances protecting biological resources and impacts would be less than significant.

Mitigation Measures

IV-90 Tree Removal (Public Right-of-Way)

- Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approval local, regional, or state habitat conservation plan?

No Impact. As discussed above, the site is not located within a significant ecological area (SEA). Additionally, there is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan in place for the project site. Therefore, implementation of the project would not conflict with any habitat conservation plans, and no mitigation measures are necessary.

V. CULTURAL RESOURCES

Would the project:

a. Cause a substantial adverse change in significance of a historical resource as defined in §15064.5?

Less than Significant Impact. A historical resource is defined in Section 15064.5(a)(3) of the CEQA Guidelines as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period, or method of construction; representing the work of an important creative individual; or possessing high artistic values. Resources listed in or determined eligible for the California Register,

included in a Local Register, or identified as significant in a historic resource survey as also considered historical resources under CEQA.

A project with an effect that may cause a substantial adverse change in the significance of a resource is a project that may have a significant impact effect on the environment. Substantial adverse change is defined as physical demolition, relocation, or alteration of a resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.[5] Direct impacts are those that cause substantial adverse physical change to a historic property.

Indirect impacts are those that cause substantial adverse change to the immediate surroundings of an historic property such that the significance of an historical resource would be materially impaired. A historical resources investigation including archival records and literature reviews was conducted to determine if the project site has been systematically surveyed by historians prior to the initiation of the study, and/or whether there is other information that would indicate whether or not the project site is historically sensitive or may pose indirect impacts to adjacent historic resources.

The research concluded that the project site has been used for a public parking lot situated on a gross 29,259 square foot lot since 1961. Based on the property profile, historical tenant report, Sanborn Map review, and the building permits information, the subject site was used for residential purpose in at least 1921. Subsequently, a 2-family dwelling was constructed in 1950, and then all structures were demolished and removed in 1961 for its current parking lot use. Based on the urban nature of the site and the previous alterations, project implementation is not anticipated to result in any direct or indirect impacts to historical resources and no mitigation measures are required.

b. Cause a substantial adverse change in significance of an archaeological resource as defined in §15064.5?

Potentially Significant Unless Mitigation Incorporated. There is no evidence suggesting that the project site would contain potentially significant archaeological resources. The project's potential to disturb heretofore unidentified archaeological resources is considered unlikely. However, since the proposed project would include necessary excavation, this does not preclude the potential that unknown archaeological resources exist below the surface, and that these resources could be encountered during site preparation. However, if any archaeological materials are encountered during the course of the project development, all further development activity will come to a complete stop and the mitigation measure below will be implemented in order to mitigate potential impacts to a less than significant level.

Mitigation Measures

V-20 Cultural Resources (Archaeological)
Environmental impacts may result from project implementation due to discovery of unrecorded

[5] *California Code of Regulations, Title 14, Chapter 3, Article 5, Section 15064.5(b)(1).*

archaeological resources. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- If any archaeological materials are encountered during the course of project development, all further development activity shall halt and:
  a. The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
  b. The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
  c. The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.
- Project development activities may resume once copies of the archaeological survey, study or report are submitted to:
  SCCIC Department of Anthropology
  McCarthy Hall 477
  CSU Fullerton
  800 North State College Boulevard
  Fullerton, CA 92834
- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potential Significant Unless Mitigation Incorporated. The subject site is located in a highly urbanized area of the City of Los Angeles and there are no unique geologic features located on-site near the project site. Therefore, paleontological resources are unlikely to be present. However, since the proposed project would include necessary excavation, this does not preclude the potential that unknown paleontological resources exist below the surface, and that these resources could be encountered during site preparation. Therefore, project implementation could result in a potentially significant impact to unique paleontological resources or site or unique geologic features unless mitigation is incorporated

Mitigation Measures

V-30 Cultural Resources (Paleontological)
Environmental impacts may result from project implementation due to discovery of unrecorded paleontological resources. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- If any paleontological materials are encountered during the course of project development, all further development activities shall halt and:

a. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
b. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
c. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
d. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.

- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

d. Disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Unless Mitigation Incorporated. The project site is not part of a former cemetery and is not known to have been used for disposal of historic or prehistoric remains. Therefore, the likelihood of encountering human remains in the course of project development is remote, especially in view of previous construction and other recent human activities. However, there may be a possibility for the discovery of unrecorded human remains during the proposed grading activity. If unrecorded human remains are discovered, the potential impacts will be reduced to a less-than-significant level by implementing the following mitigation measure.

Mitigation Measures

V-40 Cultural Resources (Human Remains)
Environmental impacts may result from project implementation due to discovery of unrecorded human remains.

- In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
  a. 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)

  b. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.
  c. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.

d. 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.
e. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;
f. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.

- *Discuss and confer* means the meaningful and timely discussion careful consideration of the views of each party.

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.

Potentially Significant Unless Mitigation Incorporated. The project site is located in the seismically active Southern California region, which is characterized by major faults and fault zones. The site is not within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards. The closest active fault to the site with the potential for surface fault rupture is the Puente Hills Blind Thrust fault zone, approximately 0.13 km away from the project site. Based on the available geologic data, active or potentially active faults with the potential for surface fault rupture are not known to be located directly beneath or projecting toward the site. However, because the site is located in Southern California there is always a potential for blind thrust faults, or otherwise unmapped faults that do not have a surface trace, to be present. New development will be required to comply with the seismic safety requirements in the California Building Code (CBC) and the California Geological Survey Special Publication 117 (Guidelines for Evaluating and Mitigating Seismic Hazards in California [2008]), which provide guidance for evaluating and mitigating earthquake-related hazards as approved by the Los Angeles Department of Building and Safety. The above combined with the following mitigation measures will reduce potential impacts to a less-than-significant level.

Mitigation Measures

VI-10 Seismic

Environmental impacts to the safety of future occupants may result due to the project's location in an area of potential seismic activity. However, this potential impact will be mitigated to a less than significant level by the following measure:

- 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.

b. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: Strong seismic ground shaking?

Potentially Significant Unless Mitigation Incorporated. As stated above, the project site is located in the seismically active Southern California region, which is characterized by major faults and fault zones. According to the California Geologic Survey (CGS), faults are classified as active, potentially active, or inactive. As outlined in the Alquist-Priolo Earthquake Fault Zoning Map Act, the State of California defines active faults as faults that have historically produced earthquakes or shown evidence of movement within the past 11,000 years (during the Holocene Epoch). Potentially active faults are faults that have shown evidence of the most recent surface displacement within the last 1.6 million years (during the Quaternary-age). Faults with no evidence of movement within the last 1.6 million years are considered inactive. Active faults may be designated as Earthquake Fault Zones under the Alquist-Priolo Earthquake Fault Zoning Act, which includes standards regulating development adjacent to active faults. According to the Geotechnical Report[6], the Hollywood fault is closet to underlying the project site as the system extends in a northwest direction from the site. The Hollywood Fault is considered capable of producing a maximum magnitude of 6.4 earthquakes.

However, the City of Los Angeles designates Fault Rupture Study Zones on each side of potentially active and active faults to establish hazard potential. The Seismic Safety Plan Element requires "comprehensive geologic-seismic design-foundation engineering investigations" to be submitted for any of the following uses in Fault Rupture Study Zone areas: schools, churches, theaters, large hotels, high-rise buildings that house large numbers of people, other places normally attracting large concentrations of people, civic buildings, secondary utility structures, extremely large commercial enterprises, most roads, alternative or non-critical bridges and overpasses. As stated above, the project site is not located within an Alquist-Priolo Earthquake Fault Zone or a Fault Rupture Study Zone Area.

Nonetheless, the proposed project would comply with the *Special Publications 117,Guidelines for Evaluating and Mitigating Seismic Hazards in California (2008)* established by the California Geological Society (CGS), which provides guidance for evaluation and mitigation of earthquake-related hazards. Furthermore, the project would be designed and constructed in accordance with the Uniform Building Code (UBC) standards approved by the Department of Building and Safety, which when combined with the previous mitigation measure VI-10 and the following mitigation measures would reduce the potential for exposure of people or structures to seismic risks to a less than significant level.

Mitigation Measures

VI-50 Geotechnical Report

- 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

[6] *Pacific Geotech, February 24, 2009*

potential consequences of any 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.

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?

Less Than Significant Impact. Liquefaction is the process when loose, granular soils below the groundwater table lose strength due to excess water pressure that builds up during repeated movement from seismic activity. The vast majority of liquefaction hazards are associated with sandy soils and silty soils of low plasticity. Potentially liquefiable soils (based on composition) must be saturated or nearly saturated to be susceptible to liquefaction. Liquefaction potential has been found to be the greatest where the ground water level is shallow and submerged loose, fine sands occur within a depth of about 50 feet or less. Based on information from the California Division of Mines and Geology, groundwater has historically only been as high as approximately 90 feet below the existing ground surface. However, the presence of shallower, perched groundwater cannot be ruled out. Nonetheless, according to the Phase I Environmental Site Assessment prepared for the project site, groundwater at the site was not discovered in boring test to a depth of 45 feet below ground surface level (bgs).[7] The native soils are anticipated to be dense and stiff and not susceptible to liquefaction.

Furthermore, according to the City of Los Angeles Safety Element (1996) and the California Division of Mines and Geology, the site is not within an area identified as having a potential for liquefaction. Therefore, the potential for liquefaction to occur at the site is low. Seismic-induced settlement is often caused by loose to medium-dense granular soils densified during ground shaking. Uniform settlement beneath a given structure would cause minimal damage; however, because of variations in distribution, density, and confining conditions of the soils, seismic-induced settlement is generally non-uniform and can cause serious structural damage. Dry and partially saturated soils, as well as saturated granular soils, are subject to seismic-induced settlement. It is anticipated that the existing fill and the upper soils that may be susceptible to seismic-induced settlement would be removed by excavation for the basement. The underlying soils are anticipated to be dense and are not considered susceptible to significant seismic induced settlement.

Based on the above, impacts regarding seismic-related ground failure hazards, including liquefaction and seismic-induced settlement, would be less than significant. Furthermore, the project would be designed and constructed in accordance with the standards and requirements of the UBC to minimize seismic-related hazards.

[7] *JMK Environmental Solutions, Inc., Phase I Environmental Site Assessment Study, March 17, 2004*

d. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: Landslides?

Less Than Significant Impact. According to the Geotechnical Report the site is relatively level. The surrounding project area is highly urbanized and is not identified as having a potential for slope instability per the City of Los Angeles Safety Element of the General Plan. Furthermore, the site is not within a California Division of Mines and Geology Seismically Induced Landslide Hazard Zone. Thus, landslides are not expected to occur on-site. However, it is acknowledged that the site soils are generally uncemented. If constructed at angles steeper than approximately 1.5:1 (horizontal to vertical), temporary cut slopes may be susceptible to sloughing and failure. Temporary shoring can be designed to protect excavations and other adjacent properties. This design specification or comparable specification would be included in the geotechnical report to be submitted to the City Department of Building and Safety as part of the standard Building Plan Check process.

e. Result in substantial soil erosion or the loss of topsoil?

Potentially Significant Unless Mitigation Incorporated. The project site is currently developed with a paved parking lot. Construction activities associated with the project have the potential to result in minor soil erosion during excavation, grading and soil stockpiling resulting in siltation and conveyance of other pollutants into municipal storm drains. However, project construction would comply with the requirements of the Municipal National Pollutant Discharge Elimination System (NPDES) Construction permit and would implement City grading permit regulations that include compliance with erosion control measures, including grading and dust control measures.

Specifically, construction would occur in accordance with City Building Code Chapter IX, which requires necessary permits, plans, plan checks, and inspections to reduce the effects of sedimentation and erosion. In addition, the project would be required to have an erosion control plan approved by the City of Los Angeles Department of Building and Safety, as well as a Storm Water Pollution Prevention Plan (SWPPP). As part of these requirements, Best Management Practices (BMPs) would be implemented during construction to reduce soil erosion to the maximum extent possible. These BMPs would be designed based on the City of Los Angeles Development Best Management Practices Handbook Part A prepared by the Department of Public Works, Bureau of Sanitation. Additionally, the project will comply with the mitigation measures below in order to reduce potential short-term erosion impacts during the construction phase to a less-than-significant level.

During operation of the project, the potential for soil erosion to occur within the areas of the project site to be developed is very limited due to the generally level topography, the presence of on and off site drainage facilities, and the limited amount of impermeable surfaces. In addition, the project would not result in a substantial change in the amount of pervious areas on site. Rather, the existing paved areas would be replaced with new construction, and limited non-paved areas would include landscaping to prevent soil erosion and loss of topsoil. Furthermore, Standard Urban Stormwater Mitigation Plan

(SUSMP) provisions would be implemented throughout the operational life of the project that would assist in reducing on site erosion. A SUSMP is a working plan that is systematically reviewed and revised to ensure that BMPs are functioning properly and are effective at treating runoff from the site for the life of the project. Therefore, through mitigation efforts, the required implementation of the applicable erosion control standards, and conformance with the City Building Code, including implementation of an erosion control plan, potential impacts regarding wind or waterborne erosion during construction and operation of the project would be less than significant.

Mitigation Measures

VI-20 Erosion/Grading/Short-Term Construction Impacts

Short-term erosion impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a less than significant level by the following measures:

- The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.
- Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:
  a. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
  b. Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

f. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. Because a building at one time occupied the project site, it is anticipated that artificial fill is present, at least locally. The quality of any existing fill is unknown, but is anticipated to not be uniformly compacted. Fill materials would be removed and/or re-compacted, as necessary during excavation of the site in structural areas. The site is underlain by Holocene to late Pleistocene age alluvial fan deposits. These deposits consist of interlayered clay, silt, sand, and sand with gravel and some cobbles. These alluvial soils were stiff and dense in borings drilled on site. As stated in Response VI.c the potential for liquefaction at the site is low as the native soils are anticipated to be dense and stiff. As stated in Response VI.d the site and adjacent properties are generally flat and have been previously developed, thus, the site has not been identified as having the potential for landslides.

Liquefied soils that are adjacent to slopes or "free-faces" (i.e., steep slopes or embankments) may be subject to flow failure. Since the project site does not contain free-faces or slopes, the potential for lateral spreading to occur is low. Subsidence is a localized mass movement that involves the gradual

downward settling or sinking of the ground, resulting from the extraction of mineral resources, subsurface oil, groundwater, or other subsurface liquids, such as natural gas. The site is not located within an area of known subsidence associated with oil or ground water withdrawal, peat oxidation or hydro-compaction. Furthermore, the project does not include the extraction of oil or groundwater from aquifers under the project site. As such, the potential for subsidence to occur on site is low. Based on the information cited above, the site is considered stable from a geological perspective. The project would comply with all applicable State and City building and safety guidelines, restrictions, and permit requirements. Thus, impacts would be less than significant in this regard, and no mitigation measures are required.

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?

Less Than Significant Impact. According to the preliminary Geotechnical Report, it is anticipated that artificial fill is present, at least locally. The quality of any existing fill is unknown, but is anticipated to not be uniformly compacted. Fill materials would be removed and/or recompacted, as necessary during excavation of the site in structural areas. Below the fill materials, if any, the site is underlain by Holocene to late Pleistocene age alluvial fan deposits. These deposits consist of interlayered clay, silt, sand, and sand with gravel and some cobbles. These alluvial soils were stiff and dense in borings drilled on nearby sites. The sands typically have a low expansion potential, but the silts and local clays could have medium to high expansion potential. These soils would be removed and/or replaced as part of standard construction practices pursuant to the City of Los Angeles and/or UBC building requirements. Therefore, project implementation would result in less than significant impacts associated with expansive soils, and substantial risks to life or property would not occur.

h. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The project site is located in an urbanized area served by an existing sewer infrastructure. The project would not involve the use of septic tanks or alternative wastewater disposal systems. As such, no impact would occur in this regard.

VII. Green House Gas Emissions

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. The project site is located within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The proposed project would generate 643 daily trips to the project site. The project would require electricity for lighting and miscellaneous electronics. Municipal waste from project operation would also be generated.

The proposed project would result in short-term emissions of greenhouse gases (GHGs) during construction. These emissions, primarily carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), are the result of fuel combustion by construction equipment and motor vehicles. The other primary GHGs (hydrofluorocarbons, perfluorocarbons, and sulfer hexafluoride) are typically associated with specific industrial sources and would not be emitted by the project. The emissions of CO_2, CH_4 and N_2O were estimated using CalEEMod using the same methodology as described above for estimating criteria air pollutants.

Unlike federally and state-regulated criteria pollutants, which predominantly affect local and regional air quality, GHGs tend to remain in the atmosphere for longer periods of time and have global impacts. Although GHGs are generated during construction and are considered one-time emissions, it is important to include construction-related GHG emissions when assessing all of the long-term GHG emissions associated with the project. Therefore, current CEQA practice is to annualize construction-related GHG emissions over a project's lifetime in order to include these emissions as part of a project's annualized lifetime total emissions, so that GHG reduction measures will address construction GHG emissions as part of operational GHG reduction strategies. A project lifetime has generally been defined as 30 years. In accordance with methodology, the estimated project's construction GHG emissions have been annualized over a 30-year period and are included in the annualized operational GHG emissions discussed below.

For assessing mobile source emissions, a trip rate of 643 vehicles per day was used. It was assumed that the project would generate 643 daily trips for 365 days per year. Area source emissions are based on emissions factors for natural gas and gasoline (for landscaping equipment) contained in the CalEEMod model. The proposed project would also result in indirect GHG emissions due to the electricity demand, water consumption, and waste generation. The emission factor for CO_2 due to electrical demand from the Department of Water and Power, the electrical utility serving the proposed project, was selected for the CalEEMod model. Emission factors for CO_2 are based on CARB's Local Government Operations Protocol.[8] Emission factors for CH_4 and N_2O are based on U.S. EPA values.[9] The cited factors in the CARB report are based on data collected by the California Climate Action Registry. The emission factors take into account the current mix of energy sources used to generate electricity and the relative carbon intensities of these sources, and includes natural gas, coal, nuclear, large hydroelectric, and other renewable sources of energy. Electricity consumption was based on default data found in CalEEMod for the respective use types.

In addition to electrical demand, the project would also result in indirect GHG emission due to water consumption, wastewater treatment, and solid waste generation. CalEEMod default values were used for consumption of water and the generation of waste as well as the emissions

[8] *California Air Resources Board, Local Government Operations Protocol for the Quantifications and Reporting of Greenhouse Gas Emissions Inventories, Version 1.1, (2010) 208.*

[9] *U.S. Environmental Protection Agency, "E-Grid", http://www.epa.gov/cleanenergy/energy-resources/egrid/index.html.nd.*

resulting from these activities. GHG emissions from water consumption are due to the electricity needed to convey, treat, and distribute water. The annual electrical demand factors for potable water were obtained from the CEC.[10] GHG emissions from wastewater are due to the electricity needed to treat wastewater and the treatment process itself, which primarily releases CH_4 into the atmosphere. GHG emission factor for wastewater treatment were obtained from the U.S. EPA.[11] GHG emissions from solid waste generation are due to the decomposition of organic material, which releases CH_4 into the atmosphere. The GHG emission factor for solid waste generation was based on Intergovernmental Panel on Climate Change (IPCC) methods for quantifying GHG emissions from solid waste and waste disposal rates were based on CalRecycle data.[12]

The annual GHG emissions associated with construction and operation of the proposed project t are provided below in Table B-4, Estimated Greenhouse Gas Emissions. Direct and indirect operational emissions associated with the proposed project are compared with the SCAQMD's threshold of significance for all land use projects, which is 3,000 metric tons of CO_2 equivalent ($MTCO_{2e}$) per year.

Table B-4 – Estimated Greenhouse Gas Emissions

Operational GHG Emissions from Area Mobile and Indirect Sources	GHG Emissions (MTCO2e/Year)
Construction (Annualized) Emissions	15
Operational (Mobile) Sources	1,560
Area Sources	93
Energy Sources	283
Waste Sources	5
Water Sources	23
Total Project	1,979
SCAQMD Threshold (All Land Use Projects)	3,000
Exceed Threshold?	No

The increase in daily trips, electricity demand, and waste generation would result in a minimal increase in GHGs, which would clearly not exceed the SCAQMD draft threshold for all land use projects of 3,000 metric tons of carbon dioxide equivalents ($MTCO_{2e}$) per year. As such, the project would result in less than significant greenhouse gas impacts.

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

[10] *California Energy Commission, Refining Estimates of Water-Related Energy Use in California, PIER Final Project Report (CEC-500-2006-118), (2006) 22. Prepared by Navigant Consulting, Inc.*

[11] *U.S. Environmental Protection Agency, Compilation of Air Pollutant Emission Factors, AP-42, Fifth Edition Volume I, Chapter 4.3.5, (1998).*

[12] *IPPC, 2006 IPPC Guidelines for National Greenhouse Gas Inventories. 2006.*

Less Than Significant Impact. As described above, the proposed project would result in an increase in GHG emissions that falls below SCAQMD's threshold for land use projects. As GHG emissions would be relatively minimal, the project would not impede the State of California's goal to reduce GHG emissions consistent with the Global Warming Solutions Act of 2006 (AB 32). Therefore, the proposed project would not conflict with an applicable plan or policy adopted for the purpose of reducing emissions of GHGs. Impacts would be less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. The following analysis of hazards and hazardous materials is based on the *Phase I Environmental Site Assessment* (ESA), prepared by JMK Environmental Solutions, Inc. on March 17, 2004. This Phase I evaluates the parcels located at 621, 623, 627, and 631 S. Catalina Street.

The purpose of the Phase I report is to identify potential environmental liabilities associated with the presence of hazardous materials, their use, storage, and disposal at and in the vicinity of the subject property, as well as regulatory non-compliance that may have occurred at the subject property. The Phase I ESA analyzes whether a project site contains recognized environmental conditions (RECs), which are defined by the American Society for Testing and Materials (ASTM) as, "the presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property."[13] The Phase I report concluded that no RECs were identified at the site. The project site is currently improved as an open asphalt-covered parking lot for public parking purposes for a fee. The site is located in a highly urbanized area and is surrounded by commercial/retail, office, and residential uses. Prior use of the property based on the property profile, historical tenant report, Sanborn Map review, and the building permits information, indicate the subject site was used for residential purpose in at least 1921, and subsequently in 1950, and all structures were demolished and removed in 1961 for the existing to date paved parking lot. Additionally, no commercial tenant record was found in the available public records and no environmental concerned occupancies (e.g., gas station, dry cleaning shop, or industrial factories) were found in the historical tenant records.[14]

[13] *American Society for Testing and Materials (ASTM) Practice E-1527-00 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM Standard).*

[14] *Phase I Environmental Site Assessment for property located at 621 S. Catalina Street, prepared by JMK Environmental Solutions, Inc., March 17, 2004.*

The project proposes an apartment hotel development with ancillary retail uses. Hazardous materials are not typically associated with this type of land use. Minor cleaning products and occasionally used pesticides and herbicides for landscape maintenance of the project are the extent of materials used and applicable here. Development plans for the project would also be reviewed by the City of Los Angeles Fire Department for hazardous material use, safe handling and storage, as appropriate. The Fire Department would require that conditions of approval be applied to the project applicant to reduce hazardous material impacts. Therefore, it is not anticipated that the use of such hazardous materials would create a significant hazard associated with a risk of upset or accident conditions involving the release of hazardous materials during project operations.

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?

Potentially Significant Unless Mitigation Incorporated. As discussed in response to Checklist Question VIII.a, above, the project is unlikely to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Specifically, as discussed in response to Checklist Question VIII.a, as no REC'-s were identified on the site, excavation of the project site would not likely result in significant hazards to the public or the environment from the release of hazardous materials into the environment.

Construction and development would include the limited use of potentially hazardous materials in the form of cleaning solvents and mechanical fluids, however the use and storage of such materials would comply with applicable standards and regulations, and would not likely pose significant hazards.

The project site has been identified by the City of Los Angeles Department of Building and Safety to be within a "Methane Zone". Due to potential environmental risk associated with construction in or near Methane Zones, the project is subject to development regulations that are required by the City of Los Angeles pertaining to ventilation and methane gas detection systems. Development would occur according to the provisions of the City of Los Angeles Building Code, Chapter 71, which addresses construction requirements for these areas as well as the following mitigation measures. According to Chapter 71, the Applicant would be required to conduct a methane assessment prior to the redevelopment of the project site. Thus, mitigation will be incorporated during all phases of the project to reduce the potential for impact to a less-than-significant level.

Project implementation would result in an apartment hotel development with ancillary retail and restaurant uses on the site. Their operation is not expected to release any hazardous materials as a result of foreseeable upset and accident conditions. It is assumed that the use and storage of such materials would occur in compliance with applicable standards and regulations, and would not pose significant hazards. It is not anticipated that the use of such hazardous materials would create a significant hazard associated with a risk of upset or accident conditions involving the release of hazardous materials during project operations.

Mitigation Measures

VIII-20 Explosion/Release (Methane Gas)
Environmental impacts may result from project implementation due to its location in an area of potential methane gas zone. However, this potential impact will be mitigated to a less than significant level by the following measures:

- All commercial, industrial, and institutional buildings shall be provided with an approved Methane Control System, which shall include these minimum requirements; a vent system and gas-detection system which shall be installed in the basements or the lowest floor level on grade, and within underfloor space of buildings with raised foundations. The gas-detection system shall be designed to automatically activate the vent system when an action level equal to 25% of the Lower Explosive Limit (LEL) methane concentration is detected within those areas.
- All commercial, industrial, institutional and multiple residential buildings covering over 50,000 square feet of lot area or with more than one level of basement shall be independently analyzed by a qualified engineer, as defined in Section 91.7102 of the Municipal Code, hired by the building owner. The engineer shall investigate and recommend mitigation measures which will prevent or retard potential methane gas seepage into the building. In addition to the other items listed in this section, the owner shall implement the engineer's design recommendations subject to Department of Building and Safety and Fire Department approval.
- All multiple residential buildings shall have adequate ventilation as defined in Section 91.7102 of the Municipal Code of a gas-detection system installed in the basement or on the lowest floor level on grade, and within the underfloor space in buildings with raised foundations.
- All single-family dwellings with basements shall have a gas detection system which is periodically calibrated and maintained in proper operating condition in accordance with manufacturer's installation and maintenance specifications.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than Significant Impact. The project site is within one-quarter mile of two existing schools. The newly completed public middle school is located at the northwest corner of Vermont and Wilshire while The Robert F. Kennedy Community Schools are located approximately ¼ mile from the site at the southwest intersection of Wilshire Boulevard and Catalina Street. However, the limited quantities of hazardous materials, as described above, are not expected to pose a risk to schools in the project vicinity. Furthermore, occupancy of the proposed apartment hotel development with ancillary retail/restaurant uses would not cause hazardous substance emissions or generate hazardous waste. As such, it is concluded that the project would result in less than significant impacts at any existing or proposed schools within a one-quarter mile radius of the site.

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?

Less Than Significant Impact. As part of the Phase I ESA, local agencies and persons familiar with the property were contacted to identify the presence of previous or current hazardous materials on the project site and on nearby sites. Additionally, a search of federal, state, county, and city regulatory databases was conducted to identify known or potential hazardous waste sites, landfills, hazardous waste generators, and disposal facilities within the vicinity of the project site. The records search identified whether the project site and/or any surrounding properties are listed within a hazardous materials database within the minimum search distance. The Phase I ESA also determined that no surrounding properties present an environmental concern to the project site at this time. Furthermore, the site is not identified on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, as a result, the project would not create a significant hazard to the public or the environment. Thus, less than significant impacts would occur in this regard, and no mitigation measures are required.

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?

No Impact. The project site is not located within an airport land use plan or within two miles of an airport, nor is it located within an airport hazard area as designated by the City of Los Angeles. The closest airport is the Hawthorne Municipal Airport, which is located approximately 8.5 miles southwest from the project site. Therefore, the project would not result in an airport-related safety hazard for people residing or working in the project area, and no mitigation measures are necessary.

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?

No Impact. There are no private airstrips in the vicinity of the project site, and the site is not located within a designated airport hazard area. Therefore, the proposed project would not result in airport-related safety hazards for the people residing or working in the area. No impact would occur and no mitigation measures are necessary.

g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The project site is located in an area where adequate circulation and access is provided to facilitate emergency response. The proposed building configuration would comply with applicable fire codes, including proper emergency exits for hotel residents and patrons. Construction activities would generally be confined to the project site and would be subjected to emergency access standards and requirements of the City of Los Angeles Fire Department (LAFD) to ensure traffic safety. As such, implementation of the proposed project would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts would be less than significant.

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?

No Impact. The project site is currently a parking lot in a highly urbanized area and does not contain wildland features. In addition, the site is not located adjacent to any wildland areas. Therefore, development of the project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, and no mitigation measures are required.

IX. HYDROLOGY AND WATER QUALITY

Would the proposal result in:

a. Violate any water quality standards or waste discharge requirements?

Potentially Significant Unless Mitigation Incorporated. The project site is currently developed with a paved parking lot utilized for public parking. Under existing conditions, grading of the site directs stormwater to the gutters along Catalina Street, where flows travel to storm drain facilities located along Catalina Street, then enter into the City's municipal storm drain system. Construction of the project would require earthwork activities, including demolition, excavation and grading of the site. During precipitation events in particular, construction activities associated with the project have the potential to result in soil erosion during grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains. However, as discussed above in Response No. VI.b, project construction would comply with the requirements of the Municipal National Pollutant Discharge Elimination System (NPDES) Construction Permit and would implement City grading permit regulations that include compliance with erosion control measures, including grading and dust control measures. Specifically, construction would occur in accordance with City Building Code Chapter IX, which requires necessary permits, plans, plan checks, and inspections to reduce the effects of sedimentation and erosion.

In addition, the project would require approval of an erosion control plan, as well as a SWPPP, by the City of Los Angeles Department of Building and Safety. As part of these requirements, Best Management Practices (BMPs) would be implemented during construction to reduce soil erosion to the maximum extent possible. These BMPs would be designed based on the *City of Los Angeles Development Best Management Practices Handbook Part A*, prepared by the Department of Public Works, Bureau of Sanitation.

Should grading activities occur during the rainy season (October 1st to April 14th), a Wet Weather Erosion Control Plan (WWECP) is required pursuant to the "Manual and Guideline for Temporary and Emergency Erosion Control," adopted by the Los Angeles Board of Public Works (BPW). The WWECP is a document that addresses water pollution control from grading activities during the wet weather season by specifying the use of appropriate temporary erosion and sediment control BMPs. Compliance with the City requirement to prepare a WWECP would ensure that impacts to water quality during the

rainy season would be less than significant. In addition, the project would comply with the mitigation measures below in order to ensure potential impacts are reduced to a less-than-significant level.

As discussed in response No. VI.b., additional BMPs would be designed or installed for the operational phase of the project to comply with the NPDES General Permit and L.A.M.C Section 64.70 to reduce the discharge of polluted runoff from the site. The final selection of BMPs would be completed through coordination with the City of Los Angeles Department of Public Works. Thus, impacts to water quality during project operation would be mitigated to a less than significant level through compliance with applicable regulatory requirements and the mitigation measures below.

Mitigation Measures

IX-20 Stormwater Pollution (Demolition, Grading, and Construction Activities)

- Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.
- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

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 pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?

Less Than Significant Impact. Based on information from the California Division of Mines and Geology, groundwater has historically only been as high as approximately 90 feet below the existing ground surface. However, the presence of shallower, perched groundwater cannot be ruled out. Nonetheless, according to the Phase I Environmental Site Assessment prepared for the project site, shallow groundwater on site from borings was not found at 45 feet below ground surface level (bgs). Thus, excavation during project construction should not result in contact with the groundwater table. Therefore, construction activities would not deplete groundwater supplies or interfere with groundwater recharge. In addition, operation of the project would not interfere with groundwater recharge. Currently, the site is developed with a paved parking lot. The project would replace existing impervious areas with new impervious areas. Thus, the amount of impervious surface area onsite would not measurably change, and groundwater recharge in the area would not be substantially affected. In any case, the project would not require the use of groundwater and, thus, would not deplete groundwater supplies. As such,

construction and operation of the project would not substantially deplete groundwater supplies or result in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. Less than significant impacts would occur in this regard.

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?**

Less Than Significant Impact. The project site is currently improved as a paved parking lot in an urbanized area with no streams or rivers within the project vicinity. The project would involve the replacement of the existing paved parking lot, and would not substantially change the amount of impervious surface area on-site. In addition, site-generated surface water runoff would continue to flow into the City's storm drain system. Furthermore, the project would include appropriate drainage improvements on-site to direct anticipated stormwater flows to the local drainage systems, similar to existing conditions. Thus, existing drainage patterns would be maintained. With the site entirely developed, paved, or landscaped, the potential for erosion or siltation would be minimal. Additionally, project construction would comply with applicable NPDES and City requirements including those regarding preparation of a SWPPP and compliance with L.A.M.C 64.70. As such, less than significant impacts associated with alterations to existing drainage patterns would occur with project implementation.

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?**

Less Than Significant Impact. As discussed in response to Checklist Question IX.c, the project would not substantially change the amount of impervious surface area on-site and thus, would not result in substantial increases in surface water runoff quantities. With implementation of the project, overall existing drainage patterns would be maintained, and the project would include appropriate on-site drainage improvements to manage anticipated stormwater flows. Furthermore, the project site is not located in close proximity to a stream or a river. Thus, project implementation would not likely result in a substantial increase in the rate or amount of surface water runoff that would result in on- or off-site flooding. Less than significant impacts associated with alterations to existing drainage patterns would occur with project implementation.

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?**

Less than Significant Impact. As discussed above, the project would include appropriate on-site drainage improvements to accommodate anticipated stormwater flows. Similar to existing conditions, operation of the proposed uses would mostly likely not generate pollutant constituents in surface water runoff. Therefore, the project in compliance with the Low Impact Development (LID) section of the

Development BMP Handbook and Section 64.70 of the LAMC would not likely create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Thus, impacts will be less than significant.

f. Otherwise substantially degrade water quality?

Less than Significant Impact. As discussed above, in Response No. VI.a. and IX.b., the project would comply with applicable NPDES and City requirements, which would include the use of BMPs during construction and operation of the project as detailed in a Stormwater Pollution Prevention Plan (SWPPP) and L.A.M.C 64.70. Compliance with these requirements and the above mitigation measures would ensure that construction and operation of the project would not likely 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?

Less than Significant Impact. Flood hazard areas identified on the Flood Insurance Rate Map (FIRM) are identified as a Special Flood Hazard Area (SFHA). SFHA are defined as the area that will inundated by the flood event having a 1-percent chance of being equaled or exceed in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood. SFHAs are labeled as Zone A, Zone AO, Zone AH, Zones A1-A30, Zone AE, Zone A99, Zone AR, Zone AR/AE, Zone AR/AO, ZoneAR/A1-A30, Zone AR/A, Zone V, Zone VE, and Zones V1-V30. Moderate flood hazard areas, labeled Zone B or Zone X (shaded) are also shown on the FIRM, and are the areas between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood. The areas of minimal flood hazard, which are the areas outside the SFHA and higher than the elevation of the 0.2-percent-annual-chance flood, are labeled Zone C or Zone X (unshaded).[15]

The project site is delineated on the flood zone mapped by the Federal Emergency Management Agency (FEMA) to be within Flood Zone "C" which is designated as an area with minimal flood hazard. Additionally, it is not located within a 100-year flood plain according to the City of Los Angeles[16]. As such, project development would not place housing within a 100-year flood plain and impacts are expected to be less than significant.

h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

Less than Significant Impact. As stated above, the project site is located within Flood Zone "C" by FEMA which is designated as an area with minimal flood hazard, and is not located within a 100-year flood

[15] http://www.fema.gov/plan/prevent/floodplain/nfipkeywords/flood_zones.shtm

[16] *City of Los Angeles Department of City planning, Safety Element of the General plan, Exhibit F: "100-Year and 500-Year Flood Plains", March 1994.*

plain by the City of Los Angeles. Therefore, the project would not place structures within a 100-year flood plain, which would impede or redirect flood flows. Less than significant impacts would occur with regard to flood flows and no mitigation measures are necessary.

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?

No Impact. As indicated above, the project site is not located within a 100-year flood plain. In addition, the project site is not located within an inundation area associated with the failure of a levee or dam.[17] As such, impacts associated with the exposure of people or structures to a significant risk of loss, injury, or death involving flooding would not occur, and no mitigation measures are necessary.

j. Inundation by seiche, tsunami, or mudflow?

No Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of the sea floor associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity. The project site is located approximately 8.5 miles east of the Pacific Ocean and is not in close proximity to an enclosed body of water. The nearest body of water is Macarthur Lake, which is approximately 1.3 miles east of the site. As such, there is no potential for exposure of people to a seiche or a tsunami. In addition, the site is not positioned in an area of potential mudflow. Potential impact associated with inundation by seiche, tsunami, or mudflows would not occur, and no mitigation measures are necessary.

X. LAND USE AND PLANNING

Would the project:

a. Physically divide an established community?

No Impact. The project site lies within the City of Los Angeles, west of downtown Los Angeles, in the area commonly referred to as "Koreatown". It is in the general vicinity of 6th Street on the north, Wilshire Boulevard to the south, Vermont Avenue to the east, and Normandie Avenue to the west. The project site, which consists of three contiguous lots situated on the west side of Catalina Street approximately mid-block between 6th Street on the north and Wilshire Boulevard on the south. As previously discussed in the introduction section of this document, the project site is bound by a mix of compatible land uses. The following land uses occur adjacent to the project site:

- North: The site is bordered to the north by a four-story office building on an approximate 28,477 square foot parcel (APN 5502-028-017 and 018) that extends from the northern property line of

[17] *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, Figure GS-7.*

the Project Site to the corner of Catalina Street and 6th Street (south west corner). Its primary entry to parking and the building faces onto Catalina Street.

- South: An eleven-story commercial office building is situated on the immediate adjoining south property and extends to Wilshire Boulevard. There is a vehicular entry point from Catalina Street, with the primary pedestrian access to the building facing onto Wilshire Boulevard.

- East: The site is bordered on the east across Catalina Street by several two-story residential apartment houses with a retail shopping center further north and a parking garage and 14-story commercial office building further south.

- West: A surface parking lot abuts the site on the west, with an adjoining four-story and six-story residential apartment building further north and south, respectively.

Development of the project site into an apartment hotel with ancillary retail/restaurant uses would be consistent and compatible with the established land use patterns in the area and would not physically divide an established community. Therefore, no impacts would occur and no mitigation measures are necessary.

b. Conflict with 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?

Less Than Significant Impact. Several local and regional plans guide development within the project area. At the local level, the Wilshire Community Plan implements land use policies of the City of Los Angeles General Plan, while the Los Angeles Municipal Code (LAMC) directly regulates land use and development of the project site through development and building standards. In addition, the project site is also located within the jurisdiction of the Wilshire Center/Koreatown Redevelopment Project Plan.

Additionally, the City maintains a Walkability Checklist and Citywide Residential Design Guidelines, which specify urban design guidelines for projects required to undergo Site Plan Review. The Walkability Checklist is applicable as the project is requesting that the Site Plan Review Findings pursuant to LAMC 16.05.D.2 be made as part of the discretionary approvals for the project. Also, regional planning agencies have jurisdiction over land use issues and maintain policies that apply to the project site. These include the Los Angeles County Congestion Management Plan (CMP), administered by Metro, which regulates regional traffic issues; the Southern California Association of Governments' (SCAG) Regional Comprehensive Plan & Guide (RCPG), Regional Transportation Plan (RTP), and Growth Vision Report, which address development on a regional scale for cities under its jurisdiction; and the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP), which addresses attainment of state and federal ambient air quality standards throughout the South Coast Air Basin.

Zoning Analysis

The subject property is situated on three (3) contiguous parcels where two are zoned CR-2 (Lots 6 and 7); the third (Lot 8) is zoned P-2 all totaling approximately 24,350 square feet of lot area. The current P-2 zone was originally established as a parking overlay given that the current use of the property site is a public parking lot. The surrounding community is developed within a transitional area between commercial retail and office uses, and multiple story multifamily developments. The adjoining properties to the north and south have been developed with multiple story commercial high rises zoned C2-2 and C4-2, respectively. The properties to the east (zoned C2-2, R5-2 and C4-2) and west (zoned C2-2, CR-2 and C4-2) have been developed with a mixture of high rise commercial office and multiple story multi-family residences.

As the overall General Plan designation for the property is Regional Center Commercial with no implementing height restriction for the majority of commercial uses surrounding the subject property, it is appropriate to implement an overall zoning designation that is consistent with the intent of the General Plan which further supports good zoning practice. Therefore, the developer is seeking the City's approval for the adoption of a zone change for Lot 8 from P-2 to C2-2 and for Lots 6 and 7 from CR-2 to C2-2. This zone change would carry out the intent of the General Plan and would allow active ground floor uses, such as the proposed café/restaurant.

Adoption of the proposed zone change is in conformity with public necessity, convenience, and general welfare as there is an overall public benefit to consistent zoning which allows for compatible uses in height, massing and density, and implementing development standards within the Regional Commercial Center and surrounding commercial zoning. Additionally, a zone change from P-2 and CR-2 to C2-2 will promote consistency of use as established by the General Plan and will provide continuity in the standard of development for the proposed project.

Approval of the zone change will mitigate the potential for disjointed development within the Regional Commercial land use through the unification of zoning regulations and development standards which serve as a public convenience to maximize the best use of land. The project is also requesting the following discretionary actions:

- **Site Plan Review (SPR)** - In accordance with Section 16.05 of the City Code for the construction of an apartment hotel building with more than 50 guest rooms.

- **Conditional Use (CU)**- For the construction of an apartment hotel within 500 feet of an R Zone pursuant to Section 12.24 where Section 12.24.W.24 authorizes relief.

- **Conditional Use (CUB)** - For the on-site sale of alcohol beverages in conjunction with the proposed apartment hotel restaurant and within each guest room mini-bar pursuant to Section 12.24 where Section 12.24.W.1 authorizes relief.

- **Zoning Administrator's Adjustment (ZAA)** - To permit no side yards or rear yard setback, in lieu of the Code required 10 feet and 18 feet; and permit a loading space with a height of 11'-6" in lieu of the Code required 14'-0", respectively, pursuant to Sections 12.12.2.C.2, 3 and 6(b) where Section 12.28 authorizes relief.

Local Plans (General Plan, Community Plan, Redevelopment Plan, Walkability Plan, and Citywide Residential Guidelines)

The project site is located within the Wilshire Community Plan, a component of the Land Use Element of the City's General Plan. The Community Plan designates the project site as Regional Center Commercial, which corresponds to uses permitted within the CR, C1.5, C2, C4, [Q]C-2, and R5 zones. The zoning for the project site is CR-2 and P-2. "CR" refers to Limited Commercial Zone. The "2" refers to Height District 2, which allows for a maximum building height of 75 feet, and 6:1 floor area ratio (FAR). However, the proposal is to maintain the underlying General Plan Land Use designation, but change the zone of all the lots to C2-2, which would allow for an overall consistent zoning designation with the neighboring properties in the area and would allow for a ground floor café/restaurant. The C2-2 zone allows a maximum FAR of 6:1, but does not have a height restriction. The proposed project will have a maximum height of 75 feet, however. The existing land use designation and proposed zoning for the site permits the proposed uses with approval of a Conditional Use Permit (CUP). The City of Los Angeles Zoning Code requires a conditional use permit when a hotel development is within 500 feet of an "R" zone. Conditional uses are those uses, which have a special impact or uniqueness such that their effect on the surrounding environment cannot be determined in advance of the use being proposed for a particular location. At the time of application, a review of the location, design, configuration and impact of the proposed use shall be conducted by comparing such use to fixed and established standards. This review shall determine whether the proposed use should be permitted by weighing the public need for and the benefit to be derived from the use against the impact, which it may cause. As previously detailed, the project is requesting other discretionary approvals regarding the permitted use within the C2-2 zoning classification. In addition, the site is located in the Wilshire Center/Koreatown Redevelopment Project Area.

The proposed use is compliant with the land use goals, objectives, and policies in relation to both the designated General Plan land use category of Regional Center Commercial as well as the policies outlined in the Wilshire Center/Koreatown Redevelopment Plan. The project will conform to all development standards expressed in the C2-2 zoning regulations in addition to compliance with the Uniform Building Code. The Wilshire Community Plan, as a component of the General Plan Land Use Element, cites various issues within the Wilshire Community in relation to the cohesiveness of overall urban design. The proposed project is consistent with many of these issues to include the following:

- *The Need to plan for better cohesiveness, diversity, and continuity of complementary uses along commercial frontages*

- *New commercial development needs to be compatible with existing buildings in terms of architectural design, bulk, and building heights.*

- *New development needs to be coordinated with the availability of public infrastructure*

In response to the issues referenced above, the proposed project furthers the goals, objectives, and policies set forth by the Wilshire Community Plan. Goal 2 and Policy 2-1.3 of the Community Plan encourage that established commercial sectors promote economic vitality while serving the needs of the Wilshire Community. The proposed apartment hotel development furthers the economic vitality of the Wilshire Community by providing an additional source of employment for local residents of the community in addition to generating additional sales tax revenue from the sale of various amenities (restaurant, room service, bed tax, etc.) associated with an apartment hotel use.

Objective 2-3 of the Wilshire Community Plan aims to "enhance the visual appearance and appeal of commercial districts". The proposed project will consist of a high-rise development that is complimentary to the current character of development established along Wilshire Boulevard as defined by the General Plan Framework Element which provides the following categorization of high-rise development: "areas containing mid– and high-rise structures concentrated along arterial or secondary highways." Therefore, the proposed hotel development will contribute to the visual enhancement of the overall commercial district which in turn is proper in relation to the current development of the surrounding community.

Objective 3.10 of the General Plan Framework Element aims to "reinforce existing development and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles." The proposed project furthers this objective by (1) providing a use that will create a myriad of jobs across various educational and occupational levels; (2) will uniquely serve the inhabitants of the surrounding Koreatown community; (3) will serve as an additional consumer base for the existing commercial uses located along Wilshire Boulevard and within the Wilshire Center Mixed Use Boulevard District (bound by 6th Street, Vermont Avenue, 8th Street, and Western Avenue); and (4) provides a use that is centrally located with convenient accessibility to various means of public transportation.

The proposed project is also consistent with the General Plan Housing and Transportation Elements and furthers the following policies:

Housing Element Policies

- *Policy 2.1.3: Encourage mixed-use development which provides for activity and natural surveillance after commercial business hours.*

- *Policy 2.3.1: Encourage and plan for high density residential and commercial development in centers, districts and along transit Corridors, as designated in the Community Plans and the Transportation Element of the General Plan, and provide for spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled in order to mitigate traffic congestion, air pollution, and urban sprawl.*

- *Policy 2.3.3: Encourage the development of new projects that are accessible to public transportation and services consistent with the community plans. Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.*

Transportation Element Objectives and Policies

- *Objective 3: Support development in regional centers, community centers, major economic activity areas, and along mixed-used boulevards, as designated in the Community Plans.*
    - *Policy 3.1: Streamline the traffic analysis and mitigation procedures for development applications.*
    - *Policy 3.12: Promote the enhancement of transit access to neighborhood districts, community and regional centers, and mixed-used boulevards.*

As it relates to the issue of livable communities, the proposed apartment hotel development supports the General Plan Housing and Transportation Elements' aim to incorporate new major development within the Regional Commercial Center and Mixed Use Boulevard District located within the Wilshire Community. The proposed development equally contributes to the General Plan's goal to increase development within commercial districts that centralizes both housing and commercial uses while enhancing the accessibility of such uses to public transit.

As noted, the project is located within the boundaries of the Wilshire Center/Koreatown Redevelopment Project Area. As such, the development positively reinforces many of the policies cited within the Wilshire Center/Koreatown Redevelopment Plan in conjunction with the Wilshire Community Plan and overall City of Los Angeles General Plan. The proposed project furthers the following policies of the Redevelopment Plan:

- 105.3: Promote economic, social, educational, and cultural and physical well-being through the revitalization of the residential, commercial, and industrial needs.

- 105.4: Promote the livability of the Project Area as a cohesive and sustainable neighborhood.

- 105.7: Encourage the employment of Project Area residents.

- 105.9: Provide for an efficient circulation system coordinated with land uses and densities and adequate to accommodate traffic. Also, encourage improvement of public transit services in coordination with other public improvements.

- 105.14: Develop a cultural and entertainment district to establish a regional identity for a significant commercial, retail, and residential center.

The proposed use provides a complimentary addition to the encompassing project area as its location near Wilshire Boulevard, a major commercial corridor, has a long established regional identity that incorporates a wide range of uses and density levels; thus attracting business, commercial, and residential uses that further promote livability within a unified district.

Furthermore, the proposed development is consistent with the policies mentioned above whereas: (1) the project will create typical jobs associated with a hotel operation with multiple skill levels including retail owners; hotel employees; restaurant owners, chefs; and office employees as outlined in Policy 105.7 of the Redevelopment Plan; (2) the project supports the promotion of revitalization of the project area by developing under-utilized parcels with a use that will provide a substantial economic and social benefit to the residential, commercial, and business inhabitants located within the Wilshire Center/Koreatown district by way of increased sales revenue, employment opportunities, and entertainment attraction as expressed in Policies 105.3 and 105.14 of the Redevelopment Plan; (3) the project will comply with all General Plan requirements as it relates to livable communities where the proposed use supports cohesion within the surrounding community by incorporating an establishment that is especially compatible with the Koreatown community as expressed in Policy 105.4 of the Redevelopment Plan; and (4) the project will be developed in accordance with all LADOT on and off site circulation requirements while also affording easy accessibility to the property for public transportation services as expressed in Policy 105.9 of the Redevelopment Plan.

The project site plans depict the arrangement of the buildings, building height, elevations, subterranean parking, landscaping, open spaces, loading areas, trash collectors, and other improvements.

The proposed building consists of a six (6) story high building with one-level of subterranean parking, and one at-grade parking level. The proposed apartment hotel development is located within the regional commercial land use designation and designated mixed-used boulevard district, the building height and arrangement is consistent with the existing development within the immediate vicinity and is consistent with the surrounding development as defined in Chapter 3 (Land Use) of the General Plan Framework Element. One of the long-term goals of the General Plan is to encourage commercial development within designated regional centers, and the proposed project as it relates to design, size, and height is consistent with the City's vision of future development within designated commercial centers.

The proposed project will comply with the development standards for site improvements including loading (with the exception of the minimum loading space height of 14 feet, with a request to deviate from the minimum height, and allow for a height of 11'-6"), landscaping, and lighting as expressed in Section 12.21 of the Municipal Code.

The Walkability Checklist (Walkability Checklist) specifies urban design guidelines for projects required to undergo Site Plan Review. The Walkability Checklist consists of a list of design elements intended to improve the pedestrian environment, protect neighborhood character, and promote high quality urban form. The suggested design guidelines are consistent with the General Plan and supplement applicable Community Plan requirements, but are not considered mandatory. Guidelines address such topics as building orientation, building frontage, landscaping, off-street parking and driveways, building signage, and lighting within the private realm; and sidewalks, street crossings, on-street parking, and utilities in the public realm. As shown, the project would substantially comply with applicable design elements to foster a vibrant and visually appealing pedestrian environment. Although the site has two driveways fronting onto Catalina Street, which are necessary to adequately serve the project site and allow for one level of subterranean development given that a lower depth could not be provided because of the existing subway tunnel easement, the use of decorative paving and streetscape design of the project will still promote a pedestrian friendly atmosphere. Further, the driveway widths have been limited to 21 and 28 feet.

Citywide Residential Design Guidelines

The Citywide Design Guidelines serve to implement the 10 Urban Design Principles, a part of the Framework Element. These principles are a statement of the City's vision for the future of Los Angeles, providing guidance for new development and encouraging projects to complement existing urban form in order to enhance the built environment in Los Angeles. While called "urban", the Urban Design Principles reflect citywide values to be expressed in the built environment of the City, establishing a design program for the City. They are intended to embrace the variety of urban forms that exist within Los Angeles, from the most urban, concentrated centers to our suburban neighborhoods. The proposed project advances the following six primary objectives of the residential guidelines:

- Objective 1: Consider Neighborhood Context and Linkages in Building and Site Design
- Objective 2: Employ Distinguishable and Attractive Building Design
- Objective 3: Provide Pedestrian Connections Within and Around the Project
- Objective 4: Minimize the Appearance of Driveways and Parking Areas
- Objective 5: Utilize Open Areas and Landscaping Opportunities to their Full Potential
- Objective 6: Improve the Streetscape Experience by Reducing Visual Clutter

Metropolitan Transportation Authority (Metro)

Metro administers the Congestion Management Program (CMP), a state-mandated program designed to address the impact urban congestion has on local communities and the region as a whole.

The CMP, revised in 2004, includes a hierarchy of highways and roadways with minimum level of service standards, transit standards, a trip reduction and travel demand management element, a program to analyze the impacts of local land use decisions on the regional transportation system, a seven-year capital improvement program, and a county-wide computer model to evaluate traffic congestion and recommend relief strategies and actions. The primary goal of the CMP is to reduce traffic congestion in order to enhance the economic vitality and quality of life for affected communities.

The traffic impacts associated with the project are discussed fully in Section XV, Transportation/Circulation, below. As discussed therein, development of the project would not result in significant unmitigable impacts to intersections or residential streets in the area, and significant traffic impacts to the CMP road network would not occur. As such, the project would be consistent with the CMP. Please refer to Response Nos. XVI.a. and XVI.b for further discussion.

Southern California Association of Governments (SCAG) Regional Comprehensive Plan and Guide (RCPG), Regional Transportation Plan (RTP), and Growth Vision Report

The project site is also within the planning area of the SCAG. SCAG is a joint powers agency with responsibilities pertaining to regional issues. SCAG's RCPG, last updated in 2008, contains a general overview of various federal, state, and regional plans that affect the southern California region and serves as a comprehensive planning guide. The primary goals of the RCPG are to improve the standard of living, enhance the quality of life, and promote social equity. In the RCPG, issues related to land use and development are addressed in the Growth Management chapter. The preliminary assessment of the project in relation to the applicable policies set forth in SCAG's regional plan has found the proposed project to be consistent.

South Coast Air Quality Management District

The project site is located within the South Coast Air Basin (the Basin), making it subject to policies set forth by the SCAQMD. The SCAQMD, in conjunction with SCAG, is responsible for establishing and implementing air pollution control programs throughout the Basin. The SCAQMD's AQMP, amended in 2012, presents strategies for achieving the air quality planning goals set forth in the Federal and California Clean Air Acts, including a comprehensive list of pollution control measures aimed at reducing emissions. Specifically, the AQMP proposes a comprehensive list of pollution control measures aimed at reducing emissions and achieving ambient air quality standards.

The location of the project site midblock on Catalina Street between 6th Street (north) and Wilshire Boulevard (south) in close proximity to the Wilshire Boulevard corridor would provide opportunities for hotel guests, employees and visitors to make use of public transit and other alternative transportation modes. As discussed in Response No. III.a, the project's estimated residential population is consistent with SCAG's population projections for the City of Los Angeles subregion and as such, the project would be consistent with the AQMP.

Conclusion

With approval of the proposed discretionary actions described above, the project would not conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project site and impacts would be less than significant.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The project site is located within the heavily urbanized community of Los Angeles. No habitat conservation plan or natural community conservation plan apply to the project site or project area. As such, the project would not conflict with a habitat conservation plan. No impact would occur and no mitigation measures are necessary.

XI. MINERAL RESOURCES

Would the *project:*

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The project site is not located within a City-designated Mineral Resource Zone where significant mineral deposits are known to be present[18], nor is the site classified as a mineral producing area by the California Geological Survey (CGS).[19] No mineral extraction operations occur on the site or in the vicinity. Furthermore, the site has been previously developed with urban uses and is currently developed with a paved parking lot, and thus the potential of uncovering mineral resources during project construction is considered low. The project would not result in the loss of availability of a known mineral resource. Therefore, no impacts would occur.

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?

No Impact. The project site is not located within a City-designated Mineral Resource Zone where significant mineral deposits are known to be present[20], nor is the site classified as a mineral producing

[18] *City of Los Angeles, Department of City Planning, Los Angeles Citywide General plan Framework, Draft Environmental Impact Report, January 19, 1995. Figure GS-1.*

[19] *State of California Department of Conservation, California Geologic Survey, map of California Principal Mineral-Producing Localities 1990-2000.*

[20] *City of Los Angeles, Department of City Planning, Los Angeles Citywide General plan Framework, Draft Environmental Impact Report, January 19, 1995. Figure GS-1.*

area by the California Geological Survey (CGS).[21] No mineral extraction operations occur on the site or in the vicinity. Furthermore, the site has been previously developed with urban uses and is currently developed with a paved parking lot, and thus the potential of uncovering mineral resources during project construction is considered low. The project would not result in the loss of availability of a locally-important mineral resource recovery site. Therefore, no impacts would occur.

XII. NOISE

Would the project result in:

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?

City of Los Angeles Noise Thresholds and Regulations

The City of Los Angeles has established significance thresholds under CEQA for noise in the document entitled *Draft Los Angeles CEQA Thresholds Guide*. The following are the specific thresholds identified in the guide. A project is considered to result in a significant impact if:

- Construction activities lasting more than 1 day would exceed existing ambient exterior noise level by 10 dBA or more at noise-sensitive land uses
- Construction activities lasting more than 10 days in a 3-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise-sensitive use; or
- Construction activities would exceed the ambient noise level by 5 dBA at a noise-sensitive use between the hours of 9 p.m. and 7 a.m. Monday through Friday, before 8 a.m. or after 6 p.m. on Saturday, or at anytime on Sunday.

[21] *State of California Department of Conservation, California Geologic Survey, map of California Principal Mineral-Producing Localities 1990-2000.*

- The project causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL to a level at or above 70 dBA-CNEL at single-family residences.

- The project causes the ambient noise level in CNEL measured at the property line of affected uses to increase by 5 dBA or more.

Section 112.04 of the City's noise regulation states that a violation of the regulation occurs if someone engages in any noise-generating activity that causes the noise level measured over a 15-minute period on an adjacent property to exceed the ambient noise level by more than 5 dB. For the purposes of this assessment, an activity that would result in exceedance of noise ordinance standards is considered to result in a significant noise impact if the activity is expected to occur frequently and on a regular basis.

Environmental noise is measured in decibels (dB). To better approximate the range of sensitivity of the human ear to sounds of different frequencies, the A-weighted decibel scale (dBA) was devised. Because the human ear is less sensitive to low frequency sounds, the A-scale deemphasizes these frequencies by incorporating frequency weighting of the sound signal. When the A-scale is used, the decibel levels are represented by dBA. On this scale, the range of human hearing extends from about 3 dBA to about 140 dBA. A 10-dBA increase is judged by most people as a doubling of the sound level.

a through d - Potentially Significant Unless Mitigation Incorporated.

Two characteristic noise sources are typically identified with land use development. These include construction activities, especially heavy equipment, which will create short-term noise increases within the project area; and operational noise, including noise generated by project-related traffic, which causes incremental increases in noise levels throughout the area. The typical urban commercial use (apartment hotel with retail/restaurant uses) proposed with this project is not considered to be a source discernible groundbourne noise or vibration during operation. Project-related noise will be subject to standards set forth in the City's Municipal Code (LAMC; Chapter XI, Article I, Section 111.03 and Section 112.03).

Despite variability in behavior on an individual level, the population as a whole can be expected to exhibit the following responses to changes in noise levels. An increase or decrease of 1.0 dBA cannot be perceived except in carefully controlled laboratory experiments. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear. Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady "background" noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway. A 3.0 dBA increase is considered just noticeable outside of the laboratory. An increase of 5.0 dBA is often necessary before any noticeable change in community response (i.e., complaints) would be expected. A 10 dBA increase is judged by most people as a doubling of the sound level.

Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches and residences are more sensitive to noise intrusion than commercial or industrial activities. As ambient noise levels affect the perceived amenity or livability of a development, so too can the management of noise impacts impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop and work. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design process.

In relation to the project site, the nearest residential uses are multiple family apartment houses located abutting the west property line of the site, and also located approximately 75 feet east across Catalina Street. Additionally, a church is located approximately 700 feet to the southeast on a neighboring street at the southwest corner of Berendo Street and Wilshire Boulevard. Additionally, a school is located approximately 1,000 feet southwest of the site. No other sensitive receptors have been identified within a 1,000 feet of the project site.

The primary source of existing, ambient noise in the study area is from vehicles on nearby roadways. These include Catalina Street, 6th Street, Wilshire Boulevard and other local roadways adjacent or nearby to the project site. Noise from motor vehicles is generated by engine vibrations, the interaction between the tires and the road, and the exhaust system. Reducing the speed of motor vehicles reduces the noise exposure of listeners both inside the vehicle and adjacent to the roadway. For this reason, freeway noise is typically much greater than noise generated on local streets.

Temporary construction noise impacts can vary markedly during development of a project, because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. Short-term construction noise impacts tend to occur in discrete phases dominated initially by demolition equipment, by earth-moving sources, then by foundation and roadway improvement construction, and finally by finish construction. The Environmental protection Agency (EPA) has found that noise levels generated by heavy equipment can range from approximately 73 dB(A) to noise levels in excess of 80 dB(A) when measured at 50 feet.

Spherically radiating point sources of noise emissions are atmospherically attenuated by a factor of 6 decibels (dB) per doubling of distance, or about 25 dB at a distance 1,000 feet from propagation. The loudest earth-moving noise sources will therefore sometimes be as high as 65 dB out to a distance of 1,000 feet from the construction area. The surrounding roadway background noise will clearly reduce construction activity noise intrusion potential. An extensive noise impact envelope also requires a clear line of sight from the source to receiver that will not be realized because of existing and future completed structures. Both the masking effects of other noise sources (cars and trucks) and screening effects of completed structures will reduce the zone of construction noise audibility.

Construction noise sources (i.e. ground vibrations from the use of bulldozers and pile drivers, etc. during construction) are not strictly relatable to a noise standard because they occur only during selected times and the source strength varies sharply with time. Further, noise-intensive construction of any individual development is limited in duration typically to a period of a several months. The City of Los

Angeles Municipal Code (Section 112.03) limits noise levels generated by construction equipment when construction activities are located within 500 feet of a residential zone to 75 dBA, as measured at a distance of 50 feet from the source. Compliance with this standard is only required where "technically feasible". In addition, the LAMC prohibits construction between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, and at any time on Sunday or national holiday.

In regard to operational noise, the primary sources include loading dock operations and traffic-related noise. Currently, the site is only occupied by a surface parking lot and no deliveries are encountered. However, the project will receive deliveries on a regular basis which will take place at scheduled times during the day when there is less potential to disrupt the adjacent residential users. Most of the deliveries will take place within the enclosed parking structure, therefore the level of noise reaching off-site receptors will be less than significant. Because adjacent surrounding uses are a mix of offices, retail, other business-related facilities, and sizable multiple family developments, the project's proposed 24-hour operation is not anticipated to result in noise related conflicts. Projects of this kind are typically operated on a 24-hour basis.

Further, as discussed under Checklist Item XVI, Transportation/Traffic, the proposed project will not generate significant levels of additional traffic, and therefore, development of the project will not noticeably contribute to noise generated by vehicular (mobile) sources. Based on the preceding discussions and with implementation of the following mitigation measures, the project's potential to result in significant operational noise is thus considered less than significant.

Mitigation Measures

XII-20 Increased Noise Levels (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.
- 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-40 Increased Noise Levels (Parking Structure Ramps)

Environmental impacts may result from project implementation due to noise from cars using the parking ramp. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- Concrete, not metal, shall be used for construction of parking ramps.
- The interior ramps shall be textured to prevent tire squeal at turning areas.

- Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

XII-60 Increased Noise Levels (Mixed-Use Development)
Environmental impacts to proposed on-site residential uses from noises generated by proposed on-site commercial uses may result from project implementation. However, the potential impact will be mitigated to a less than significant level by the following measure:

- Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

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?**

No impact. The proposed project site is not located within an airport land use plan area or within two miles of a public airport or public use airport. Therefore, construction or operation of the project would not expose people to excessive airport related noise levels. No impacts would occur in this regard.

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?**

No Impact. The project site is not located within the vicinity of a private airstrip. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels from such uses. No impacts would occur in this regard.

XIII. POPULATION AND HOUSING

Would the project:

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)?**

Less than Significant Impact. The project proposes 82 apartment hotel rooms (i.e. 7 apartment dwelling units and 75 hotel guest rooms), 1,547 square feet of retail/restaurant use and approximately 1,469 square feet of apartment hotel related fitness center. The proposed 7 apartment dwelling units would result in approximately 20 new permanent residents (2.82 persons per household) and would not significantly increase the City's permanent resident population. Additionally, the proposed project will have not have a significant impact on employment opportunities. Based on a generation factor of 2.5 employees per 1,000 square feet of retail/restaurant space, and 0.5 employees per 1,000 square feet of

hotel space, the project would generate approximately 26 total employees.[22] Although this would result in an increase of employees to the project area when compared to the existing conditions, employee growth would be not be significantly impacted by the project. Furthermore, the project implementation would not result in indirect growth through the extension of existing roads or infrastructure. As such, impacts would be less than significant and no mitigation measures are necessary.

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?**

b. and c. No Impact. The project site is currently developed with a paved surface parking lot. As there are no residential units on site, development of the project would not displace existing residences. Therefore, no significant impacts would occur to existing housing with project implementation.

XIV. PUBLIC SERVICES

a. **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government 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?**

Potentially Significant Unless Mitigation Incorporated. The Los Angeles Fire Department (LAFD) provides fire protection and emergency services to the project site. There are currently 103 fire stations in the City. The LAFD currently employs approximately 3,400 personnel (3,000 uniformed) with the average number of personnel on duty per day being 1,000. The department's standard response times are an average of approximately 5 minutes. Currently, the department is in the process of upgrading its facilities and increasing the number of paramedics. The average number of calls received from within the City is about 750,000 calls per year. The LAFD has a mutual aid agreement with fire departments in adjacent counties. In most cases, the LAFD is able to provide its own backup (from nearby stations) due to the size of the department and amount of resources available. The LAFD also has a mutual aid agreement with neighboring counties. Fire Station 13 currently serves the project site and is located approximately 1.4 miles away at 2401 W. Pico Boulevard.[23] This is below the 1.5 mile maximum response distance for engine companies for neighborhood land uses identified in the LA CEQA Thresholds Guide. The proposed project, once operational, will be periodically inspected by the Fire Department. In addition, the LAFD will review the development plans according to the mitigation measure below in order to ascertain the nature and extent of any additional requirements.

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[22] *Restaurant, retail and hotel employment were used using generation factors provided by International Conference of Shopping Centers (ICSC) on employment trends, 2007.*

[23] *City of Los Angeles Fire Department; http//lafd.org/fsloc.htm*

The adequacy of fire protection is based upon the required fire flow, response time from existing fire stations, equipment access, and the LAFD's judgment regarding the needs and service requirements for the area. The quantity of water necessary for fire protection varies with the type of development, occupancy rates, and the nature and extent of any hazard. The City of Los Angeles has established fire flow requirements that vary from 2,000 gallons per minute (gpm) in lower density residential areas, to 12,000 gpm in higher density commercial or industrial areas.

Mitigation Measures

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.

b. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government 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?

Potentially Significant Unless Mitigation Incorporated. Local municipal police protection and law enforcement services for the proposed project area are currently provided by the LAPD. With over 9,000 sworn employees, and a city population of more than 3,694,820, LAPD currently has approximately one officer for every 410 citizens throughout the City. The project site is located within the Rampart Division and the Olympic Community Station is located at 1130 S Vermont Ave, approximately 1.1 miles south of the project site. The Proposed Project will not result in a substantial increase in the population and housing in the surrounding area nor is it expected to significantly affect the existing service capacity of the LAPD. The increase in residences, visitors, employee and traffic in the area would not likely result in the need for additional law enforcement services. However, there is an increased possibility for trespassing, vandalism, and unattractive nuisances during the construction phase. Temporary fencing erected during the construction phase should be enough to feasibly deter such activities. In addition, the project plans will incorporate design guidelines set forth by the Los Angeles Police Department, "Design Out Crime

Guidelines: Crime Prevention Through Environmental Design," (Standard Mitigation Measures List XIV-30) to mitigate impacts to a less than significant level.

Mitigation Measures

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

- Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

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.

c. **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government 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?**

Potentially Significant Unless Mitigation Incorporated. The project site is located within the Los Angeles Unified School District (LAUSD), which serves kindergarten through the twelfth grades. Only seven (7) residential units will be constructed as part of the Proposed Project's implementation, along with 75 hotel guest rooms. Therefore, the potential for increases to the number of students that would be generated is minimal. Nevertheless, applicable school district development fees would be paid before the Proposed Project could be constructed. With the incorporation of the following mitigation measures, impacts on nearby schools as a result of the project would be reduced to a less than significant level.

Mitigation Measures

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 The Robert F. Kennedy Community Schools. 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.

XIV-50 **Public Services (Schools affected by Haul Route)**

- LADBS shall assign specific haul route hours of operation based upon The Robert F. Kennedy Community Schools hours of operation.
- Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus.

d. **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government 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?**

Less than Significant Impact. The proposed seven permanent residential units to be constructed as part of the Proposed Project's implementation will not likely affect the demand for parks and related facilities. Furthermore, the project will provide open space and gym facilities for residents, furthering reducing the burden on nearby park facilities. As a result, the Proposed Project will have a less than significant impact on parks.

e. **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government 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?**

Less than Significant Impact. No new governmental services will be needed to serve the development and land uses associated with the implementation of the Proposed Project. Street

dedications may be required along Catalina Street to comply with Local Street standards. However, the resulting impacts are less than significant, and no mitigation measures are required.

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?**

No Impact. Given the limited scale and type of development (7 residential units and 75 hotel guest rooms) no increased demand on park facilities and services is expected. Also, refer to Responses Nos. IX.b and XIII.d, above.

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

No Impact. . The Proposed Project will not involve any growth inducing population growth that would affect the service demand. As a result, no impacts from the Proposed Project are anticipated. Also, refer to Response Nos. IX.b and XIII.d, above.

XVI. TRANSPORTATION/CIRCULATION

Would the project:

a. **Conflict with an applicable plan, ordinance or policy establishing measure 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 Unless Mitigation Incorporated. The following analysis is a summary of traffic impacts associated with development of the proposed project based on the *Traffic Study for The Nest – Apartment Style Hotel Project Los Angeles, California,* prepared by RBF Consulting in January 2013 and the previous traffic study conducted by KOA Corporation in June 2009. The 2009 study by KOA Corporation analyzed a larger proposal that included 136 residential condominiums, 45 short-term hotel guest rooms, and 6,776 square-feet of restaurant space. The Los Angeles Department of Transportation (DOT) reviewed the studies prepared by RBF Consulting and KOA Corporation and has determined that the study adequately evaluated the project's traffic impacts on the surrounding community and found that neither the larger proposed project or the current project would result in any significant traffic impacts (DOT letters dated February 7, 2013 and June 25, 2009).

The Traffic Study was prepared in accordance with the assumptions, methodology, and procedures approved by the City of Los Angeles Department of Transportation (LADOT) per the letter dated February 7, 2013. The report presents the results of an analysis of existing (2013) conditions and future (2015) traffic conditions before and after completion of the project. Traffic impacts were analyzed for weekday AM and PM peak hour traffic conditions at the following key study intersections:

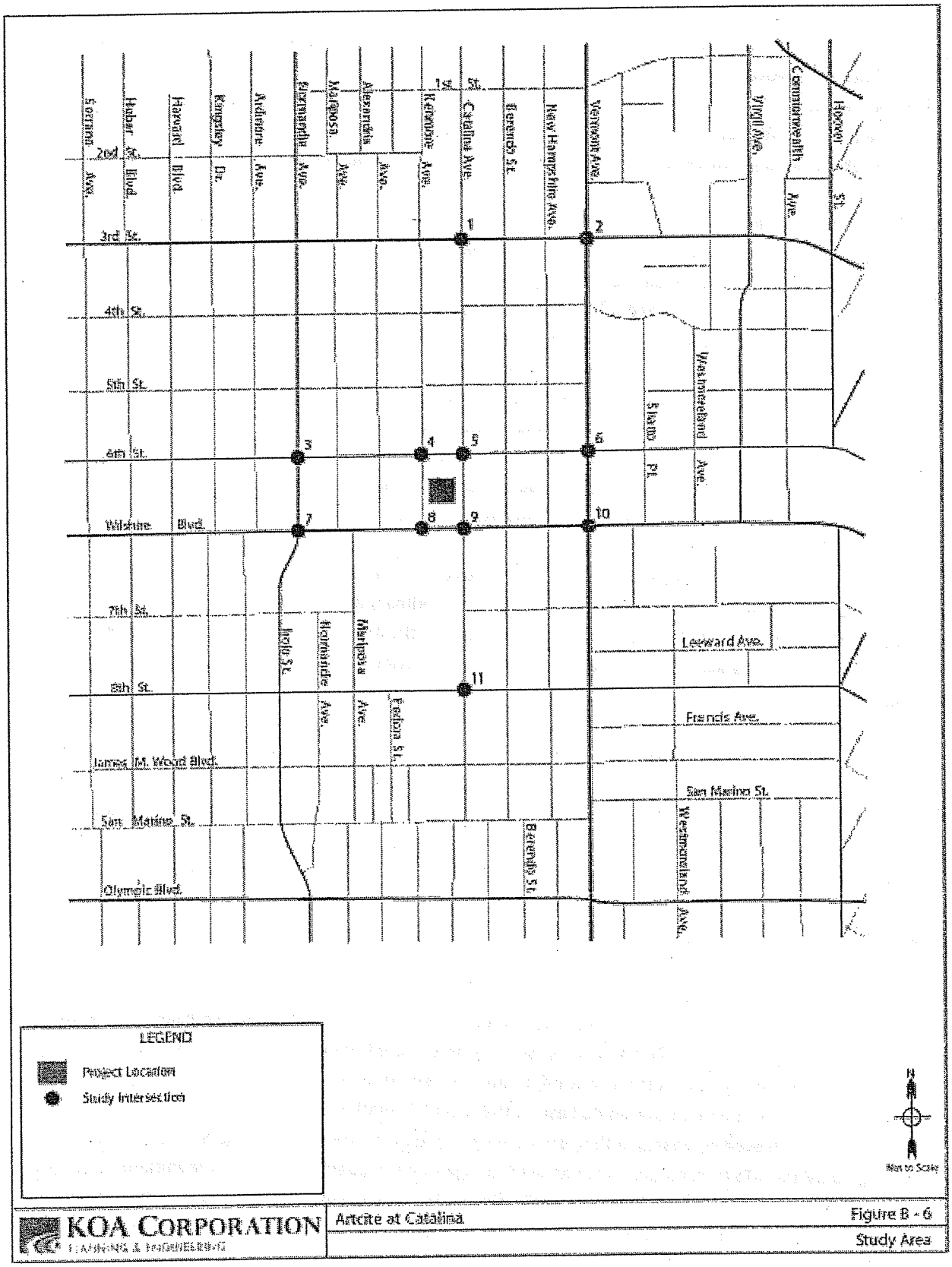
1. Catalina Street and 3rd Street (Signalized)
2. Vermont Avenue and 3rd Street (Signalized)
3. Normandie Avenue and 6th Street (Signalized)
4. Kenmore Avenue and 6th Street (Signalized)
5. Catalina Street and 6th Street (Signalized)
6. Vermont Avenue and 6th Street (Signalized)
7. Normandie Avenue and Wilshire Boulevard (Signalized)
8. Kenmore Avenue and Wilshire Boulevard (Unsignalized)
9. Catalina Street and Wilshire Boulevard (Signalized)
10. Vermont Avenue and Wilshire Boulevard (Signalized)
11. Catalina Street and 8th Street (Signalized)

The locations of these study intersections relative to the project are shown in Figure B-6. These locations include the key intersections located along the primary access routes to and from the site, and are expected to be most directly impacted by project traffic. Access to the Project site will be via two entry points from Catalina Street. The driveways would provide full access to the vehicles entering and leaving the site.

Analysis Methodology

Per LADOT, all ten signalized study intersections are currently equipped with Automated Traffic Surveillance and Control (ATSAC) only. Per discussion with LADOT staff, the ten study intersections will be upgraded with Adaptive Traffic Control System (ATCS) along with the existing ATSAC system. For the purpose of future impact analysis, ATCS is assumed to be implemented by year 2015. The subsequent future analysis includes the implementation of ATCS at all signalized locations.

ATSAC is a computer-based traffic signal control system whereby engineers monitor traffic conditions and system performance, selects appropriate signal timing (control) strategies, and performs equipment diagnostics and alert functions. Sensors in the street detect the passage of vehicles, vehicle speed, and the level of congestion. This information is received on a second-by-second (real-time) basis and is analyzed on a minute-by-minute basis at the ATSAC Operations Center to determine if better traffic flow can be achieved by changing the signal timing. If required, the signal timing is either automatically changed by the ATSAC computers or manually changed by the operator using communication lines that connect the ATSAC Center with each traffic signal. To supplement the information from electronic detectors, closed-circuit television (CCTV) surveillance equipment has been and continues to be installed at critical locations throughout the City.



KOA CORPORATION
PLANNING & ENGINEERING

Article at Catalina

Figure B - 6
Study Area

ATCS is the latest enhancement to ATSAC and uses a personal computer-based traffic signal control software program which provides fully traffic adaptive signal control based on real-time traffic conditions. The ATCS will automatically adjust traffic signal timing in response to current traffic demands by allowing ATCS to simultaneously control all three critical components of traffic signal timing, namely cycle length, phase split and offset.

For capacity analysis, LADOT guidelines suggest a 0.07 reduction in volume-to-capacity ratio with the implementation of ATSAC and a 0.03 reduction with the implementation of ATCS. This reduction represents field measured benefits in flow and capacity increase by operation of this program.

The original traffic report by KOA Corporation analyzed traffic conditions in the projected hotel opening year of 2012. The report included related projects in the area and incorporated an ambient/background traffic growth rate. KOA researched information from LADOT pertaining to area projects that would add measurable volumes to the study area intersections. The detailed list of related projects trip generations is included in the *Traffic Study, prepared by KOA Corporation., on June 10, 2009.*

For analysis of Level of Service (LOS) at signalized intersections, LADOT has designated the Circular 212 Planning methodology as the desired tool. The roadway level of service under the Circular 212 method is calculated as the volume of vehicles that pass through the facility divided by the capacity of that facility. A facility is "at capacity" (V/C of 1.00 or greater) where extreme congestion occurs. This volume/capacity ratio value is a function of hourly volumes, signal phasing, and approach lane configuration on each leg of the intersection.

Level of service (LOS) values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the operating "capacity" of a roadway. Table B-3 defines the level of service criteria.

Table B-3: Level of Service Definitions

LOS	Interpretation	Signalized Intersection Volume to Capacity Ratio (CMA)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.000 - 0.600
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.601 - 0.700
C	Good operation. Occasionally backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701 - 0.800
D	Fair operation. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801 - 0.900
E	Poor operation. Some long standing vehicular queues develop on critical approaches.	0.901 - 1.000
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Over 1.000
Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington D.C., 2000 and Interim Materials on Highway Capacity, NCHRP Circular 212, 1982		

Existing Traffic Volumes

KOA compiled manual intersection turn movement counts that were conducted at the study intersections. Peak period turning movement counts were collected between the hours of 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM. The results of counts were utilized to determine existing weekday AM and PM peak-hour conditions. Traffic count summaries are provided in the *Traffic Study, prepared by KOA Corporation, dated June 10, 2009.*

Existing Traffic Conditions and Levels of Service

Generally, LOS D is the lowest acceptable level of service. As shown in Table B-4, all the study intersections are currently operating at acceptable levels of service with the exception of Vermont Avenue and Wilshire Boulevard which is operating at LOS E during the PM peak hour.

Table B4: Existing 2008 Level of Service Summary

	Study Intersections	AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1	Catalina St & 3rd St	0.596	A	0.702	C
2	Vermont Ave & 3rd St	0.784	C	0.874	D
3	Normandie Ave & 6th St	0.650	B	0.628	B
4	Kenmore Ave & 6th St	0.482	A	0.551	A
5	Catalina St & 6th St	0.667	B	0.773	C
6	Vermont Ave & 6th St	0.724	C	0.722	C
7	Normandie Ave & Wilshire Blvd	0.655	B	0.778	C
8	Kenmore Ave & Wilshire Blvd	0.463	A	0.570	A
9	Catalina Blvd & Wilshire Blvd	0.554	A	0.665	B
10	Vermont Ave & Wilshire Blvd	0.799	C	0.994	E
11	Catalina St & 8th St	0.411	A	0.649	B

Note: All signalized intersections include ATSAC but no ATCS

Project Trip Generation

As described previously, the proposed Project includes construction of 75 hotel guest rooms, seven apartment units and approximately 1,547 square feet of restaurant/retail. Based on ITE Trip Generation rates, the Project's trip generation was estimated. The Project is estimated to generate 757 gross weekday daily trips, 46 gross weekday AM peak hour trips and 59 net weekday PM peak hour trips.

The project proposes 1,547 square feet of restaurant/retail space. The LADOT has allowed a 30% reduction in trips to account for hotel guest usage. The Project site is located in the vicinity of Metro transit station which may decrease the vehicular demand from the Project as there would be a higher propensity for transit usage. LADOT has allowed a 15% transit reduction for this specific project. The project, with the internal trip reduction and transit credit reduction, is estimated to generate 643 net weekday daily trips, 39 net weekday AM peak hour trips and 50 net weekday PM peak hour trips. This is 710 fewer daily trips and 64 fewer P.M. peak hour trips than the 2009 proposed project that was analyzed by KOA Corporation in the June 10, 2009 traffic study.

Determination of Traffic Impacts

Traffic impacts are identified if the proposed development will result in a significant change in traffic conditions at a study intersection. A significant impact is typically identified if project-related traffic will cause service levels to deteriorate beyond a threshold limit specified by the overseeing agency.

Impacts can also be significant ~~if an~~ intersection is already operating below acceptable level of service and project traffic will cause a further decline below a certain threshold.

The City of Los Angeles Department of Transportation has established specific thresholds for project related increases in the volume-to-capacity ratio (V/C) of signalized study intersections. The following increases in peak-hour V/C ratios are considered "significant" impacts (Table B-5):

Table B-5 Significant LOS V/C Increases

Level of Service	Final V/C*	Project Related v/c increase
C	< 0.70 – 0.80	Equal to or greater than 0.040
D	< 0.80 – 0.90	Equal to or greater than 0.020
E and F	0.90 or more	Equal to or greater than 0.010

Note: Final V/C is the V/C ratio at an intersection, considering impacts from the project, ambient and related project growth, and without proposed traffic impact mitigations.

Table B-6 displays a comparison of all future study scenarios from the 2009 traffic study. Traffic impacts created by the project were calculated by subtracting the V/C values in the "Future With-Project" column from the value in the "Future Without-Project" column.

Table B-6: Future 2012 With-Project Level of Service Summary

	Study Intersections	Future 2012 No Project				Future 2012 With Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1	Catalina St & 3rd St	0.621	B	0.736	C	0.623	B	0.739	C
2	Vermont Ave & 3rd St	0.880	D	1.019	F	0.881	D	1.020	F
3	Normandie Ave & 6th St	0.690	B	0.677	B	0.690	B	0.679	B
4	Kenmore Ave & 6th St	0.488	A	0.558	A	0.489	A	0.563	A
5	Catalina St & 6th St	0.680	B	0.789	C	0.692	B	0.800	C
6	Vermont Ave & 6th St	0.808	D	0.821	D	0.810	D	0.823	D
7	Normandie Ave & Wilshire Blvd	0.856	D	1.099	F	0.861	D	1.105	F
8	Kenmore Ave & Wilshire Blvd	0.579	A	0.716	C	0.580	A	0.720	C
9	Catalina Blvd & Wilshire Blvd	0.607	B	0.764	C	0.637	B	0.778	C
10	Vermont Ave & Wilshire Blvd	0.975	E	1.208	F	0.980	E	1.217	F
11	Catalina St & 8th St	0.404	A	0.648	B	0.407	A	0.652	B

Note: All signalized intersections include ATSAC and ATCS under future conditions.

As shown in Table B-6, eight of the 11 study intersections are expected to operate at LOS D or better during both the AM and PM peak hours. The three intersections that are forecasted to operate at LOS E or F are the same three intersections forecasted under the "without-project" scenario. The three intersections are:

- Vermont Avenue and 3rd Street
- Normandie Avenue and Wilshire Boulevard

- Vermont Avenue and Wilshire Boulevard

As seen in Table B-6, the project proposed in 2009 that was much larger than the current proposal was not projected to reduce the level of service at any of the intersections. Based on LADOT's criteria for significant impacts, the Project was found not to create significant traffic impacts at any of the study intersections. Therefore, the current proposed project would have even less of an impact and based on the preceding analysis and the letter from DOT from February 7, 2013 there will not be any significant impacts at any of the intersections. Additionally, the applicant will be required to incorporate the requirements from DOT per the mitigation measure below.

Mitigation Measures

XVI-10 Increased Vehicle Trips/Congestion
An adverse impact may result from the project's traffic generation. An investigation and analysis conducted by the Department of Transportation has identified significant project-related traffic impacts which can be mitigated to less than significant level by the following measure:

- Implementing measure(s) detailed in said Department's communication to the Planning Department dated February 7, 2013 and June 25, 2009 and attached shall be complied with. Such report and mitigation measure(s) are incorporated herein by reference.

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?

Less Than Significant Impact. The Congestion Management Program (CMP) was created statewide and is implemented locally by the Los Angeles County Metropolitan Transportation Authority (Metro). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways comprises the CMP system. Per CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted where:

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed project will add 50 or more vehicle trips during either AM or PM weekday peak hours.

- At CMP mainline freeway-monitoring locations, where the project will add 150 or more trips, in either direction, during the either the AM or PM weekday peak hours.

The nearest CMP arterial monitoring intersections to the project site are following intersections:

- Western Avenue and 9th Street (approximately 1.2 miles from project site)

- Wilshire Boulevard and Alvarado Street (approximately 1.1 mile from project site)
- Western Avenue and Wilshire Boulevard (approximately 0.8 miles from project site)

As noted in the preceding discussion, the CMP requires that any project that will add 50 or more total trips through a CMP monitoring intersection during either the A.M. or P.M. peak hours must perform an impact analysis of that location. As indicated by the net project traffic volumes shown in Figures B-7 and B-8, the study intersections located immediately adjacent to the project are expected to experience project-related traffic increases of 50 vehicles. However, additional dispersal of the project traffic through the area roadway network would reduce project traffic additions to less than 50 vehicles per hour during both peak hours at all of the CMP intersections noted. As such, the proposed project would not meet or exceed the trip thresholds at any CMP monitoring intersections, and no detailed CMP intersection TIA analyses are warranted.

In addition, any CMP freeway monitoring segment where a project is expected to add 150 or more trips in any direction during any hour requires a TIA. This is the threshold at which significant freeway impacts might occur according to the CMP, necessitating a more detailed analysis. As previously noted, the project would generate 21 inbound and 18 outbound trips during the AM peak hour, and 27 inbound and 23 outbound trips during the PM peak hour. Since none of these directional volumes exceed the CMP freeway threshold of 150 trips per direction, no CMP freeway TIA is warranted.

In conclusion, less than significant impacts to CMP designated roads or highway would occur and no mitigation measures are necessary.

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?

No Impact. The project site is not located within an airport land use plan or within two miles of an airport or private airstrip. Additionally, the proposed project does not propose any uses that would change air traffic patterns or generate air traffic. As such, safety risks associated with a change in air traffic patterns would not occur and no mitigation measures are necessary.

d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. Under existing conditions, access to the project site is provided via a single ingress/egress curb cut located along Catalina Street. There are no existing hazardous design features such as sharp curves or dangerous intersections on-site. Access to the project would occur via two driveways along Catalina Street. The driveways will allow for full turning movements in and out of the site. The proposed project driveways are not anticipated to conflict with traffic in such a manner that hazardous roadway conditions would occur.

Overall, no hazards due to a design feature or incompatible uses are anticipated to occur with implementation of the project. Furthermore, site access and circulation would be reviewed by the LADOT to ensure that the project does not substantially increase hazards due to a design feature. Thus, impacts would be less than significant in this regard.

e. **Result in inadequate emergency access?**

Less than Significant Impact. Construction activities and staging areas for the project would be primarily confined to the site (except for new utility connections within adjacent street rights-of-way). During construction of the project, access to the site would be provided from Catalina Street via ingress/egress driveways. Emergency vehicles access would be maintained along the roadway during construction of the proposed project.

Access to the project site during the operational phase would be provided via driveway two driveways on Catalina Street. The project would be designed to permit adequate emergency access to the site and not to impede access to any adjacent or surrounding properties. No other modifications with the potential to affect emergency access would occur in conjunction with the project. As such, construction and operation of the project would result in a less than significant impact with respect to 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)?**

Less than Significant Impact. The project site is well served by a number of public transit operators, including Metro, LADOT and others. The following table (Table B-7) provides descriptions of the transit lines that traverse major roadway corridors in the immediate vicinity of the project site. The project would be well-served by multiple transit lines that lie within walking distance of the project site. Furthermore, none of the forms of public transportation would be disturbed by the project.

Table B-7: Transit Service Summary

Transit Line	Operating Route			Headway	
				Weekday	
	From:	To:	Via:	AM	PM
Metro Lines					
16/316	Downtown LA	Century City	3rd St	1-7 Mins	2-6 Mins
18	Wilshire Center	Montebello	6th St	5-9 Mins	6-15 Mins
20	Downtown LA	Santa Monica	Wilshire Blvd	3-9 Mins	7-15 Mins
66/366	Wilshire Center	Montebello	8th St, Olympic Blvd	1-10 Mins	5-10 Mins
204	Hollywood	Athens	Vermont Ave	6-10 Mins	6-12 Mins
206	Hollywood	Athens	Normandie Ave	8-12 Mins	5-8 Mins
Metro Rapid Bus					
720	Santa Monica	Commerce	Wilshire Blvd	4-13 Mins	6-10 Mins
754	Athens	Hollywood	Vermont Ave	6-14 Mins	8-14 Mins
Metro Transitway					
Wilshire Rapid Express 920	Santa Monica	Midtown LA	Wilshire Blvd	6-17 Mins	6-16 Mins
Metro Rail Service					
Purple Line	Union Station	Wilshire/Western	Wilshire Blvd	4-6 Mins	5-7 Mins
Red Line	Union Station	North Hollywood	Wilshire Blvd, Vermont Ave	4-6 Mins	5-7 Mins
Dash Lines					
Wilshire Center/Koreatown - Clockwise Route	Vermont/Wilshire	Western/9th	Vermont Ave	20 Mins	20 Mins
Wilshire Center/Koreatown - Counterclockwise Route	Vermont/Wilshire	9th/Irolo	Vermont Ave, Olympic Blvd	20 Mins	20 Mins
Foothill Transit					
481	El Monte	Downtown LA	Wilshire Blvd	10-20 Mins	10-20 Mins

In addition the proposed project site is located mid-block on a street that does have existing or proposed transit lines or bicycle infrastructure. The project will not interfere with any bus stops, bicycle racks or bikeways. Therefore, implementation of the project would not conflict with adopted policies, plans, or programs supporting alternative transportation, and impacts are anticipated to be less than significant.

XVII. UTILITIES

Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less than Significant Impact. The City of Los Angeles Department of Public Works provides wastewater services for the project site. Any wastewater that would be generated by the site would be treated at the Hyperion Treatment Plant, which has been designed to treat 450 million gallons per day (mgpd). The annual increase in wastewater flow to the Hyperion Treatment Plant is limited by City Ordinance No. 166,060 to five mgpd. The project is anticipated to connect to an existing sewer main along Catalina Street to accommodate sewer flows from the site to the City's sewer system.

The proposed apartment hotel consisting of 75 hotel rooms, 7 apartment units, and 1,547 square feet of restaurant retail use will generate approximately 11,585 gallons per day of wastewater (based on the Los Angeles CEQA Threshold Guide). This flow will be mitigated by the implementation measures proposed in Section XVII d. of this document. Furthermore, implementation of water conservation measures such as those required by Titles 20 and 24 of the California Administrative Code would also help reduce wastewater flows as well. Therefore, the project would not be expected to exceed the wastewater treatment requirements of the RWQCB. The estimated wastewater flows from the project would be expected to have a less than significant impact to the City's wastewater conveyance or treatment systems.

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?

Less than Significant Impact. The proposed project would result in increased water demand and wastewater generation. However, the proposed apartment hotel will connect to the City's existing water and wastewater treatment facilities and is not expected to create a need to expand these existing facilities. In addition, the mitigation measures proposed in Section XVII d. of this document are expected to further reduce the demand on the City's existing facilities. Thus, the project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. No impact would occur and no mitigation measures are necessary.

c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. Because the Project development concept would not substantially affect the amount of impervious surface area on the subject site, post-development runoff quantities would not be expected to increase substantially. Existing NPDES permit and Regional Water Quality Control Board (RWQCB) requirements supporting federal water quality standards and criteria established under the Clean Water Act (CWA) apply to the Project site. In combination, requirements and procedures established under these regulations typically act to mitigate potential water quality impacts of new development, including storm water discharges exiting the Project site. Through compliance with existing permits, requirements and regulations, and implementation of mitigation measures proposed in Section IX of this document, the potential for the Project to implement facilities or activities that would violate water quality standards, waste discharge requirements, or otherwise substantially degrade water quality is considered less than significant.

d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?

Less than ~~Significant~~ Impact. The City of Los Angeles Department of Water and Power (DWP) would provide water to the project site. On-site water consumption is commonly estimated as 125 percent of on-site wastewater generation. Based on the average wastewater generation of 11,585 gpd as indicated in Response to Checklist Question XVI.a, the proposed project would result in estimated water consumption of approximately 14,481 gpd when fully occupied. The project is anticipated to connect to an existing DWP water main line along Catalina Street to provide water to the project site.

Compliance with water conservation measures such as those required by Titles 20 and 24 of the California Administrative Code would help to reduce the projected water demand. Construction of the project would include all necessary on- and off-site water infrastructure improvements and connections to adequately connect to the City's existing water system. Because the project falls below any of the thresholds contained in recently enacted water supply legislation including SB610 and SB221, those requirements relating to water supply and water planning would not be triggered.

More specifically, the project would be required to prepare a water supply assessment if the project would demand an amount of water equivalent to, or greater than the amount of water required by a 500 dwelling unit project. Utilizing the sewage generation factor for two-bedroom single-family dwelling (180 gpd per unit) as stated in the L.A. CEQA Threshold Guide, a 500 dwelling project would generate 90,000 gpd of wastewater. Thus, based on 125 percent of on-site wastewater generation, the water demand for a 500 dwelling unit project would be approximately 112,500 gpd.

Since the project would have a demand of 14,810 gpd of water, it would not create a demand equal to or greater than a 500 dwelling unit project. Nevertheless, DWP's most recent Urban Water Management Plan indicates that a sufficient water supply is expected to be available to serve projects such as that proposed. Therefore, sufficient water supplies would be available to serve the project from existing entitlements and resources, and new or expanded entitlements would not be necessary. The estimated water demand generated by the project would have a less than significant impact. However, it is acknowledged that if conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.

Mitigation Measures

XVII-10 Utilities (Local Water Supplies - Landscaping)
Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:

- 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).

- In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
- Weather-based irrigation controller with rain shutoff
- Matched precipitation (flow) rates for sprinkler heads
- Drip/microspray/subsurface irrigation where appropriate
- Minimum irrigation system distribution uniformity of 75 percent
- Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
- Use of landscape contouring to minimize precipitation runoff
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 sf. and greater.

XVII-20 Utilities (Local Water Supplies - All New Construction)
Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:

- If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
- Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.
- Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

XVII-40 Utilities (Local Water Supplies - New Residential)
Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:

- Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.
- Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.

XVII-60 Utilities (Local Water Supplies - Restaurant)
Environmental impacts may result from project implementation due to the cumulative increase in

demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:

- Install/retrofit high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- Install/retrofit restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- Install/retrofit and utilize only restroom faucets of a self-closing design.
- Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.
- Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

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.

Less than Significant Impact. As discussed in response to Checklist Questions XVI.a. and XVI.d of this Initial Study, the proposed project under normal operation would generate approximately 11,585 gallons of wastewater per day. However, the proposed increase to wastewater service demand is negligible in comparison to the existing service area of the wastewater service purveyor. No deficiencies have been identified in these wastewater treatment facilities. Therefore, impacts on available wastewater treatment capacity of the wastewater treatment plants that serve the project site would be less than significant.

f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Potentially Significant Unless Mitigation Incorporated. Various public agencies and private companies provide solid waste management services in the City of Los Angeles. Solid waste generated on-site would be collected and transported by a private contractor. Site-generated solid waste would be disposed of at one of several Class III landfills located within Los Angeles County. Based on solid waste generation factors from the California Integrated Waste Management Board (CIWMB), the proposed 82 unit apartment hotel development would generate approximately 80 tons of solid waste per year.[24] The proposed commercial uses would generate approximately .5 tons per year of solid waste. In total, the project would generate approximately 80.5 tons of solid waste per year. While these waste generation

[24] *Based on CIWMB disposal rates, http://www.calrecycle.ca.gov/wastechar/WasteGenRates/default.htm.*

factors do not account for recycling and other waste diversion measures, the project-related waste is estimated to generate approximately 0.003 percent of the solid waste disposed in the City of Los Angeles.[25] With the incorporation of the following mitigation measures related to recycling during construction and operation phases of the project, anticipated solid waste impacts would be less than significant.

Mitigation Measures

XVII-90 Utilities (Solid Waste Recycling)
Environmental impacts may result from project implementation due to the creation of additional solid waste. However, this potential impact will be mitigated to a less than significant level by the following measure:

- (*Operational*) 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 project's regular solid waste disposal program.
- (*Construction/Demolition*) Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.

XVII-90 Utilities (Solid Waste Recycling)
Environmental impacts may result from project implementation due to the creation of additional solid waste. However, this potential impact will be mitigated to a less than significant level by the following measure:

- (Construction/Demolition) To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

g. **Comply with federal, state, and local statutes and regulations related to solid waste?**

Less than Significant Impact. Solid waste management is guided by the California Integrated Waste Management Act of 1989, which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. The Act requires that localities conduct a Solid Waste Generation Study (SWGS) and develop a Source Reduction Recycling Element (SRRE). The City of Los Angeles prepared a Solid Waste Management Policy Plan that was adopted by the City Council in 1994. The project would operate in accordance with the City's Solid Waste Management Policy Plan in addition to applicable federal and state regulations associated with solid waste. Thus, less than significant impacts regarding solid waste generation and disposal would occur with project implementation.

[25] *Based on the total solid waste disposal rate in the City of Los Angeles for the year 2000, which was approximately 3.9 million tons.*

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a. Does the project 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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than Significant Impact. The preceding analysis does not reveal any significant unmitigable impacts to the environment. Based on these findings and with the incorporation of the mitigation measures listed above, the project is not expected to degrade the quality of the environment. The existing site is developed with a paved parking lot and is covered with impervious surface. The site does not support sensitive plant or animal species. As discussed above in Section V.a., the project site does not contain any historical structures as defined by the CEQA Guidelines. Therefore, impacts would be less than significant.

b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual 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.)

Less than Significant Impact. The potential for cumulative impacts occurs when a proposed project, in conjunction with one or more related projects, would yield a future impact that is greater than that which would occur with the development of only the proposed project. Compliance with applicable regulations would preclude cumulative impacts for a number of environmental issues. In addition, cumulative impacts are concluded to be less than significant for those issues for which it has been determined that a proposed project would have no impact. Environmental issues meeting this criterion for the proposed project include agricultural resources, mineral resources, and recreation. Compliance with applicable federal, State and City regulations and incorporation of identified mitigation measures would also preclude significant cumulative impacts with regards to aesthetics, air quality, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, transportation/traffic, and utilities and service systems.

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

Less than Significant Impact. Based on the documentation provided above, with the implementation of the recommended mitigation measures, the proposed project would not have the potential to cause substantial direct or indirect adverse effects on human beings.

5.0 Prepares of IS/MND and Persons Consulted

5.0 PREPARERS OF THIS IS/MND AND PERSONS CONSULTED

Environmental Consultant

- MG Resolutions, Inc.
  Planning & Land Development Consulting
  3016 E. Colorado Boulevard, #5626
  Pasadena, CA 91117
  626. 422. 0351
  Milan L. Garrison, President

Technical Subconsultants

- RBF CONSULTING
  14725 Alton Parkway
  Irvine, CA 92618
  949. 472. 3505
  Bob Matson, Vice-President

- KOA CORPORATION
  1055 Corporate Center Drive, Suite 300
  Monterey Park, CA 91754
  323. 260. 4703

- PHASE I ENVIRONMENTAL SITE ASSESSMENT
  AMEC Environment and Infrastructure, Inc.
  5628 E. Slauson Avenue
  Los Angeles, CA 90040-2922
  323.889.5300

- AIR QUALITY AND GLOBAL CLIMATE CHANGE TECHNICAL REPORT
  MG Resolutions, Inc.
  Planning & Land Development Consulting
  3016 E. Colorado Boulevard, #5626
  Pasadena, CA 91117
  626. 422. 0351
  Milan L. Garrison, President

- ARCHITECT
  EWAI, LLC
  2855 W. 7th Street, Suite 200
  Los Angeles, CA 90005

213. 381. 0091
Steve Kim, AIA

CEQA Lead Agency

- City of Los Angeles
  Department of City Planning
  Jennifer Karmels
  200 N. Spring Street, Room 621
  Los Angeles, CA 90012
  213. 978. 1165

Project Applicant

- EWAI, LLC
  2855 W. 7th Street, Suite 200
  Los Angeles, CA 90005
  213. 381. 0091
  Steve Kim, AIA

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

CITY PLANNING COMMISSION

RENEE DAKE WILSON
PRESIDENT
DANA M. PERLMAN
VICE-PRESIDENT
ROBERT L. AHN
DAVID H. J. AMBROZ
MARIA CABILDO
CAROLINE CHOE
RICHARD KATZ
JOHN W. MACK
MARTA SEGURA

JAMES K. WILLIAMS
COMMISSION EXECUTIVE ASSISTANT II
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES

MICHAEL J. LOGRANDE
DIRECTOR
(213) 978-1271

ALAN BELL, AICP
DEPUTY DIRECTOR
(213) 978-1272

LISA M. WEBBER, AICP
DEPUTY DIRECTOR
(213) 978-1274

JAN ZATORSKI
DEPUTY DIRECTOR
(213) 978-1273

FAX: (213) 978-1275

INFORMATION
www.planning.lacity.org

May 2, 2014

Property Owner
Nest on Catalina, LLC
3435 Wilshire Boulevard, Suite 1190
Los Angeles, CA 90010

Representative
Milan Garrison
Maxsum Development, LLC
3016 E. Colorado Boulevard, #5626
Pasadena, CA 91117

RE: Reconsideration of ENV-2013-552-MND
621 S. Catalina Street

Mr. Garrison,

Pursuant to Section 15164 of the State California Environmental Quality Act (CEQA) Guidelines, the Department of City Planning issued a Mitigated Negative Declaration (ENV-2013-552-MND) dated January 29, 2014 with the following project description:

The proposed six (6) story, 75 feet high apartment hotel development with approximately 102,099 square feet of building area will be located on a net lot area of 24,350 square feet on the west side of Catalina Street between 6th Street to the north and Wilshire Boulevard to the south in the Wilshire Community Plan area. The project involves demolishing an existing surface parking lot with 97 spaces and constructing a development with 82 units, including 75 hotel guest rooms and 7 apartment units with 91 onsite parking spaces. The site is zoned CR-2 and P-2 with a General Plan land use designation of Regional Center Commercial. The development includes a ground floor with 1,547 square feet of retail/restaurant space, and a 1,469 square foot fitness center on the second floor for guests and residents. The proposed apartment hotel will also provide 2,732 square feet of common area and 3,897 square feet of garden space.

The Project is requesting entitlements for a Zone Change from CR-2 and P-2 to C2-2, a Conditional Use to allow on-site sales of alcoholic beverages, a Conditional Use for a hotel development within 500 feet of an R zone, and a Zoning Administrator Adjustment to permit a loading space height of 11'6" in lieu of 14'0".

Subsequent to the original publication, a request was received from the Applicant to add an additional entitlement request for reduced side and rear yard setbacks. This request was not part of the original project that was analyzed by the MND. Thus, this Reconsideration of the MND has been prepared. These changes to the Project are as follows:

1. Pursuant to Section 12.28 of the Municipal Code, a **Zoning Administrator's Adjustment** (ZAA) from the following: Section 12.14 C and 12.11. C. 2. to permit a 1'0" side yard setback (north side) and a 6'8" side yard setback (south side) in lieu of the required 9 feet.

2. Pursuant to Section 12.28 of the Municipal Code, a **Zoning Administrator's Adjustment** (ZAA) from the following: Section 12.14 C and 12.11. C. 3. to permit a 1'0" rear yard setback in lieu of the required 18 feet.

The Department of City Planning has determined that the previously issued Mitigated Negative Declaration (ENV-2013-552-MND) addresses all potential environmental impacts of the revised project and, therefore, no new impacts were identified as a result of the project revision. In addition, no additional mitigation measures are required. As this revised project represents the same project, recirculation of the previously issued MND is not required.

The
Sincerely,

MICHAEL J. LOGRANDE
Director
Department of City Planning

Debbie Lawrence

Debbie Lawrence, AICP
City Planner

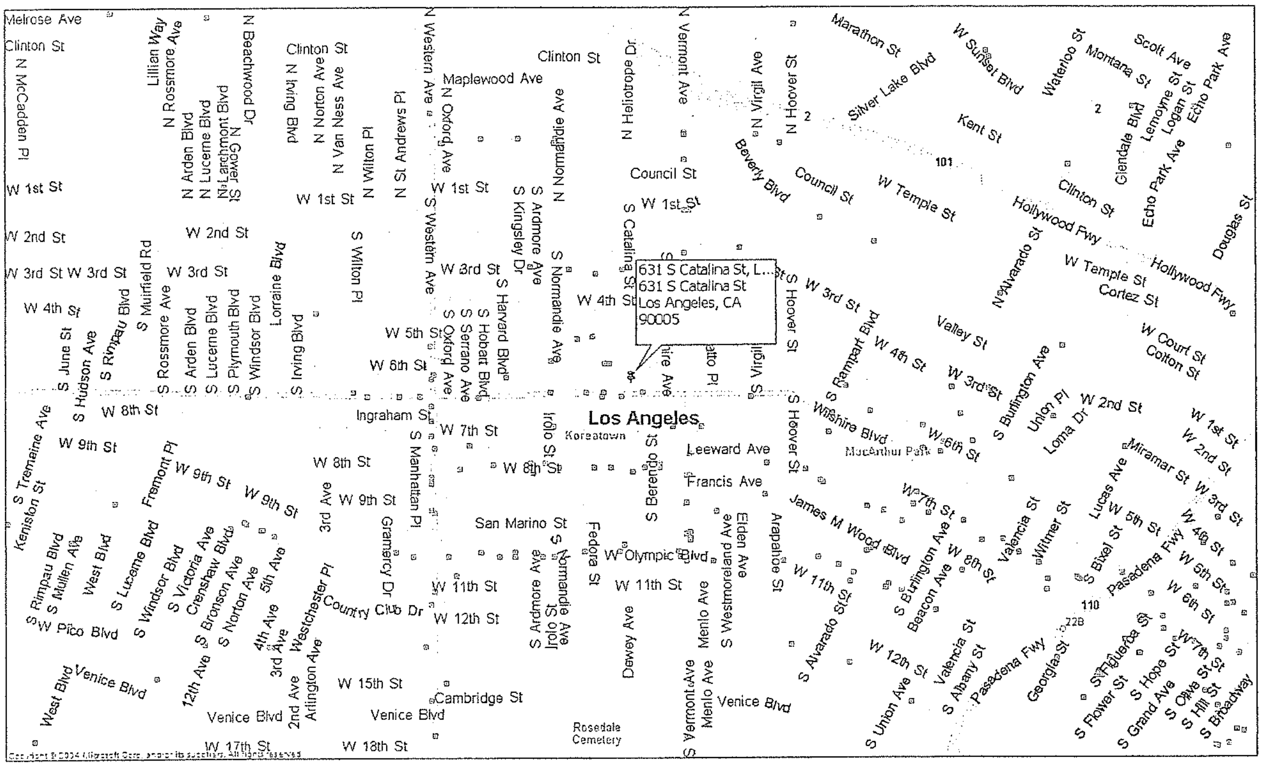
EXHIBIT C1

VICINITY MAP

CPC-2013-551-ZC-CUB-CU-ZAA-SPR

Vicinity Map

631-635 S. Catalina Street, Los Angeles

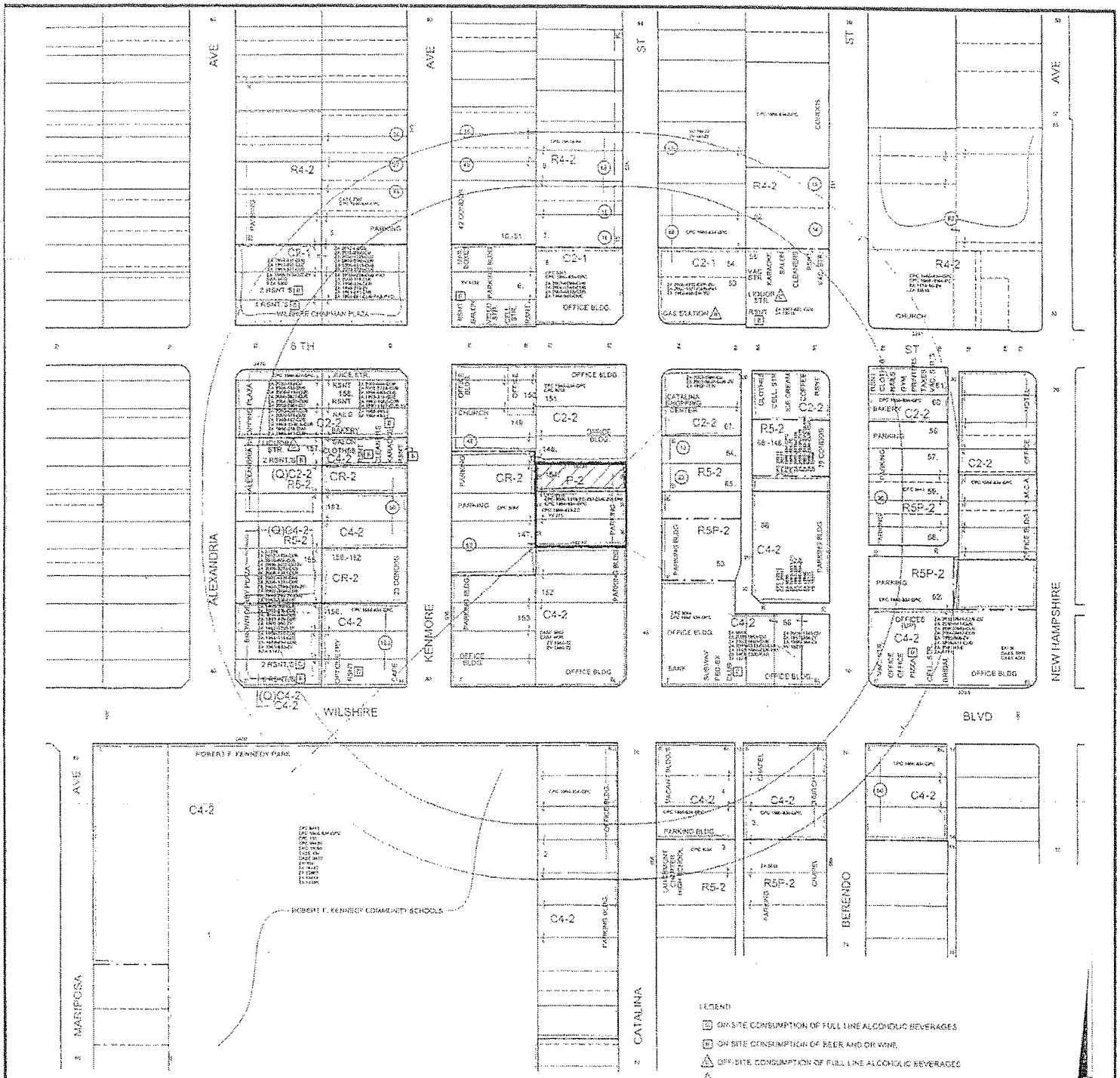


2013-551

EXHIBIT C2

RADIUS MAP

CPC-2013-551-ZC-CUB-CU-ZAA-SPR



LEGAL: LOTS 6-8, ELSINORE TRACT, M B. 12-185

P-2 TO CR-2

C.D. 10
C.T. 2121.01
P.A. WILSHIRE

N

GC MAPPING SERVICE, INC. 3056 WEST VALLEY BOULEVARD ALHAMBRA CA 91803 (626) 441-1080 FAX (626) 441-6850	CONDITIONAL USE - A.B. CONDITIONAL USE PERMIT SITE PLAN REVIEW ZONING ADMINISTRATOR'S ADJUSTMENT ZONE CHANGE 0.56 NET AC.	CASE NO. DATE: 02-26-2013 SCALE: 1" = 100' USES FIELD D.M. 135 B 197, 132 B 197 T.B. PAGE: 634 GRID: A-2

Mapping Service

3055 W. VALLEY BLVD. • ALHAMBRA, CALIFORNIA 91803 • OFFICE (626) 441-1080 • FAX (626) 441-8850

EXHIBIT D
SENSITIVE USES LISTING
CPC-2013-551-ZC-CUB-CU-ZAA-SPR

600 FT. ALCOHOL LIST

631 S. CATALINA ST.

1. RESIDENTIAL USES:
   - A. SINGLE FAMILY - NONE
   - B. MULTI FAMILY - 21
   - C. CONDOMINIUMS - 3

2. CHURCHES:
   - A. CHURCH OF RELIGIOUS SCIENCE
     550 S. BERENDO ST.
   - B. PRESBYTERIAN CHURCH
     3434 W. 6TH ST. #250
   - C. IMMANUEL PRESBYTERIAN CHURCH
     3300 WILSHIRE BLVD.

3. SCHOOLS:
   - A. AMBASSADOR SCHOOL OF GLOBAL EDUCATION
     3201 W. 8TH ST.
   - B. AMBASSADOR SCHOOL OF GLOBAL LEADERSHIP
     701 S. CATALINA ST.
   - C. LOS ANGELES HIGH SCHOOL OF THE ARTS
     701 S. CATALINA ST.
   - D. NEW OPEN WORLD ACADEMY
     3201 W. 8TH ST.
   - E. SCHOOL FOR THE VISUAL ARTS & HUMANITIES
     701 S. CATALINA ST.

CPC 2013-551

F. UCLA COMMUNITY SCHOOL
700 S. MARIPOSA AVE.

G. LARCHMONT CHARTER HIGH SCHOOL
668 S. CATALINA ST.

H. AMERICAN VOCATIONAL COLLEGE
639 NEW HAMPSHIRE AVE.

I. ELITE EDUCATIONAL INSTITUTE
3301 WILSHIRE BLVD.

J. LOS ANGELES PACIFIC COLLEGE
3350 WILSHIRE BLVD.

K. EDUCATING YOUNG MINDS
3325 WILSHIRE BLVD. #400

4. HOSPITALS: NONE

5. RECREATIONAL AREAS:
A. ROBERT F. KENNEDY INSPIRATIONAL PARK
3300 BLOCK OF WILSHIRE BLVD.

6. ALCOHOL ESTABLISHMENTS:

A. [C] BOHEMIAN CAFE
3451 W. 6TH ST.

B. [C] MY HOUSE
3465 W. 6TH ST.

C. [B] TOE BANG CAFE
3465 W. 6TH ST. #110

D. [C] KYOTO SUSHI
3465 W. 6TH ST. #150

E. [B] KANGHODUNG BAEK JEONG
3465 W. 6TH ST. #120

F. [C] BLISS
3465 W. 6TH ST. #200

G. [C] GAAM
3465 W. 6TH ST. #300

H. [B] IZAKAYA SHOU BU
3429 W. 6TH ST.

I. [B] CHEVRON GAS
3325 W. 6TH ST.

J. [B] DAN SUNGSA
3317 W. 6TH ST.

K. [C] DICK'S LIQUOR
3315 W. 6TH ST.

L. [B] KING OF NEW YORK PIZZERIA PUB
3281 WILSHIRE BLVD.

M. [C] KAR NAK
3319 WILSHIRE BLVD.

N. [C] HMS BOUNTY
3357 WILSHIRE BLVD.

O. [B] CHUNJU HAN IL KWAN
3450 W. 6TH ST. #106

P. [B] SHIN JUNG
3450 W. 6TH ST. #101

Q. [B] WHITE KARAOKE
3450 W. 6TH ST. #104

R. 

SEVEN ELEVEN
3470 W. 6TH ST. #1

S. [B] NAM DAE MOON
3470 W. 6TH ST. #2

T. [B] LIVE SEAFOOD
3470 W. 6TH ST. #7

U. [B] BOILING CRAB
3377 WILSHIRE BLVD. #114

V. [B] WAKO
3377 WILSHIRE BLVD. #112

W. [B] LOVE LETTERS PIZZA & CHICKEN
3377 WILSHIRE BLVD. #110

X. [B] CAFE HOME
3377 WILSHIRE BLVD. #108

Y. [B] JOHNSON
3377 WILSHIRE BLVD. #100

Z. [C] THE RED BAR
3377 WILSHIRE BLVD. #210

ZZ. [B] POCHA
3377 WILSHIRE BLVD. #105

Mapping Service

Property Ownerships
Land Use Maps
Radius Maps
Plot Plans

3055 W. VALLEY BLVD. • ALHAMBRA, CALIFORNIA 91803 • OFFICE (626) 441-1080 • FAX (626) 441-8850

ALCOHOL ESTABLISHMENTS BETWEEN 600 FT. - 1,000 FT.

631 S. CATALINA ST.

A. [C] MAITREYA
3500 W. 6TH ST. #101

B. [B] TOW HMI
3500 W. 6TH ST. #311

C. [C] BOBO'S KARAOKE
3500 W. 6TH ST. #330

D.  ZION MARKET
3500 W. 6TH ST. #100

E. [C] LEECHO
3435 WILSHIRE BLVD.

F. [B] CHOONG MU RO
600 S. NEW HAMSHIRE AVE.

G. [C] THE NB
608 S. NEW HAMSHIRE AVE.

H. [C] PALM TREE LA
3240 WILSHIRE BLVD. #400

I. [B] ONE CAFE
3250 WILSHIRE BLVD.

J. [B] ANDAMAN
3446 WILSHIRE BLVD.

K. [C] BRASS MONKEY
3440 WILSHIRE BLVD.

SENSITIVE USES BETWEEN 600 FT. - 1,000 FT.

A. BASIL PARISH KOREAN CATHOLIC CHURCH
3535 W. 6TH ST.

B. FAITH THEOLOGICAL SEMINARY
3251 W. 6TH ST.

C. GIVERS CHURCH OF LA
3240 WILSHIRE BLVD.

D. WESTWOOD COLLEGE
3250 WILSHIRE BLVD.

E. PREFERRED COLLEGE OF NURSING
3424 WILSHIRE BLVD.

F. FREMONT COLLEGE
3440 WILSHIRE BLVD.