

MITIGATION MONITORING PROGRAM

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

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

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

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

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

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

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

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

- Pre-Construction, including the design phase
- Construction
- Pre-Operation
- Operation (Post-construction)

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

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

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

It is the intent of this MMP to:

- Verify compliance of the required mitigation measures of the MND;

- Provide a methodology to document implementation of required mitigation;

- Provide a record and status of mitigation requirements;

- Identify monitoring and enforcement agencies;

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

- Establish the frequency and duration of monitoring and reporting; and

- Utilize the existing agency review processes' wherever feasible.

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

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

MITIGATION MONITORING PROGRAM

Aesthetics

I-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, the public right-of-way, nor from above.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

I-130 Aesthetics (Glare)

Environmental impacts to adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a less than significant level by the following measure:

- The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

Air Quality

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.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction, operation

Monitoring Frequency: Once, at plan check for project; Once, at field inspection prior to Certificate of Occupancy

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

Biology

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.

Enforcement Agency: Board of Public Works

Monitoring Agency: Board of Public Works Urban Forestry Division

Monitoring Phase: Pre-Construction, Construction

Monitoring Frequency: Once during plan check, once during field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy

Green House Gas Emissions

VII-10 Greenhouse Gas

Environmental impacts may result from project implementation due to increased greenhouse gas emissions. However, the impact can be reduced to a less than significant level through compliance with the following measure(s):

- Any new construction shall include 20 percent of parking spaces set aside for EV ready parking.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

Hazards and Hazardous Materials

VIII-80 Emergency Evacuation Plan (Building over 75 feet in height)

Environmental impacts may result from project implementation due to limitations of emergency response equipment. However, these potential impacts will be mitigated to a less than significant level by the following measure:

- Prior to the issuance of a building permit, the applicant shall develop an emergency response plan in consultation with the Fire Department. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

Enforcement Agency: Los Angeles Fire Department; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Fire Department; Los Angeles Department of Building and Safety

Monitoring Phase: Pre-operation; Operation

Monitoring Frequency: Once, for Plan approval prior to operation

Action Indicating Compliance: Plan approval prior to operation (Pre-operation)

Noise

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

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

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during field inspection

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

XII-30 Increased Noise Levels (Parking Wall)

Environmental impacts to the adjacent residential properties may result due to noise from parking on the site. However, this potential impact will be mitigated to a less than significant level by the following measure:

- A 6-foot-high solid decorative masonry wall, measured from the lowest adjacent grade, adjacent to residential use and/or zones shall be constructed if no such wall exists.

Enforcement Agency: Los Angeles Department of City Planning, Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction, Construction

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

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

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.

Enforcement Agency: Los Angeles Department Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; Construction

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

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

XII-50 Increased Noise Levels (Retail Markets, Bars, Entertainment etc...)

Environmental impacts to adjacent residential properties may result from project implementation due to noise from the proposed project's activities and parking on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- No window openings shall be permitted along the residential sides of the building.
- A 6-foot-high solid decorative masonry wall, measured from the lowest adjacent grade, adjacent to the residential properties shall be constructed, if no such wall currently exists.
- The proposed facility shall incorporate noise-attenuating features (physical as well as operational) designed by a licensed acoustical sound engineer to assure that operational sounds shall be inaudible beyond the property line.

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

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

Monitoring Phase: Pre-construction; Construction

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

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

Public Services

XIV-10 Public Services (Fire)

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

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

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permits

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

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

Enforcement Agency: Los Angeles Department of building and Safety

Monitoring Agency: Los Angeles Department of building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance: Field inspection sign-off

XIV-30 Public Services (Police)

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

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

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permits

XIV-40 Public Services (Construction Activity Near Schools)

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

- The developer 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.
- The developer and contractors shall maintain ongoing contact with the administrator of Cahuenga Elementary School. The administrative offices shall be contacted when demolition, grading, and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from the administrators or from LAUSD's Transportation Branch (213)580-2950 or (213)250-2900 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.
- The developer and contractors shall maintain ongoing contact with the administrator of Camino Nuevo Charter Academy. 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 the administrators and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing, during construction.

Action Indicating Compliance: Issuance of a Certificate of Occupancy

Transportation and Traffic

XVI-40 Safety Hazards

Environmental impacts may result from project implementation due to hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses. However, the potential impacts can be mitigated to a less than significant level by the following measure:

- The developer shall install appropriate traffic signs around the site to ensure pedestrian, bicycles, and vehicle safety.
- The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

Enforcement Agency: Los Angeles Department of Building and Safety, Los Angeles Bureau of Engineering, Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permit.

XVI-50 Inadequate Emergency Access

Environmental impacts may result from project implementation due to inadequate emergency access. However, these impacts can be mitigated to a less than significant level by the following measure:

- The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

Enforcement Agency: Los Angeles Department of Building and Safety, Los Angeles Department of Engineering, Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permit.

XVI-80 Pedestrian Safety

- Adjacent sidewalks shall remain open and unobstructed during the demolition and construction phase of the project. Pursuant to LAMC Section 62.45, permits shall be obtained from the Bureau of Street Services prior to the closure of any adjacent sidewalks and/or construction of protection fences or canopies within the public rights-of-way. Protection of pedestrian access shall be provided pursuant to LAMC Section 91.3306.

Enforcement Agency: Los Angeles Department of Building and Safety, and Bureau of Street Services Department of Public Works

Monitoring Agency: Los Angeles Department of Building and Safety, and Bureau of Street Services Department of Public Works

Monitoring Phase: Construction

Monitoring Frequency: Ongoing

Action Indicating Compliance: Issuance of Certificate of Occupancy

Public Utilities and Service Systems

XVII-60 Utilities (Local Water Supplies - Restaurant, Bar, or Nightclub)

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.)

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

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CITY PLANNING

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October 22, 2015

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Los Angeles, CA 90034

Case No. ENV-2015-2031-MND

Related Cases: CPC-2015-2030-GPA-ZC-BL-
CU-CUB-SPR

Addresses: 4110 West 3rd Street (300, 308
South Harvard Boulevard, 4120 West 3rd
Street, 301 South Kingsley Drive)
Wilshire Planning Area
C.D.: 10

**RE: Revised Project Description for ENV-2015-2031-MND;
4110 West 3rd Street (300, 308 South Harvard Boulevard, 4120 West 3rd Street, 301
South Kingsley Drive)**

The City of Los Angeles (City) has prepared a Revised Project Description for the Initial Study/Mitigated Negative Declaration (IS/MND) prepared for the Hampton Inn Hotel to include a City recommendation to incorporate additional parcels as part of the requested plan amendment to change the land use designation from High Medium Residential and Neighborhood Office Commercial to Regional Commercial. The original IS/MND was released for public comment from September 3 to September 23, 2015 and the Hearing Officer hearing was held on September 16, 2015.

As part of the requested entitlements, the Applicant requested a General Plan Amendment (GPA) to change the land use designation of the project site from High Medium Residential and Neighborhood Office Commercial to Regional Commercial in conjunction with a Zone Change from R3-1 and C2-1 to R5-1. Additional entitlements requested included a Building Line Removal, Conditional Uses to permit the use of the hotel, a commercial use, as well as for the sale of alcoholic beverages on the premise, and Site Plan Review.

In reviewing the proposed project and the requested GPA, the City recommends that seven (7) additional parcels located to the east of the site be added (Add Area) as part of the plan amendment. The plan amendment will include a recommendation to change the land use designation of the Add Area from High Medium Residential and Neighborhood Office Commercial to Regional Commercial. An incidental zone change is not recommended for the Add Area, as such, the existing zones will remain.

The parcels that are proposed to be included, as seen on attached Exhibit A, are the following:

1. 4070 West 3rd Street, 304 and 310 South Kingsley Drive, and 311 South Ardmore Avenue (APN: 5503-008-016, Lots 35, 37, and 38, Norwood Terrace Tract)
2. 4048 – 4056 West 3rd Street (APN: 5503-008-008, Lot 36, Norwood Terrace Tract)

3. 4012 – 4020 West 3rd Street and 304 South Ardmore Avenue (APN: 5502-001-010 (Lot 13, Norwood Terrace Tract)
4. 4000 – 4010 West 3rd Street (APN: 5502-001-009, Lot 12, Norwood Terrace Tract)
5. 311 South Normandie Avenue (APN: 5502-001-008, Lot 11, Norwood Terrace Tract)

PROJECT REVISION

There are no changes to the proposed project on the project site. As previously described in the IS/MND, the proposed project is the demolition of existing structures and the construction, use, and maintenance of an 82-foot, six-story hotel with 171 guest rooms, 2,800 square feet of ground floor commercial space, and two levels of subterranean parking with 103 automobile parking spaces and 26 bicycle parking spaces. The hotel proposes to have a “sundry” store with 24 hour operations daily. The ground floor commercial space is proposed as a restaurant with 70 interior seats and 20 exterior seats with proposed hours of operations from 7:00 a.m. to 1:30 a.m. daily. The project proposes to export 19,000 cubic yards of dirt.

No projects are proposed as part of the plan amendment within the Add Area and all existing buildings are anticipated to remain.

REGULATORY FRAMEWORK

CEQA Guidelines 15073.5(a) requires that the Lead Agency recirculate an MND prior to adoption if the MND has been “substantially revised” after the public notice of its availability has been given. A substantial revision of the MND generally means:

- (1) A new, avoidable significant effect is identified and mitigation measures or project revisions must be added in order to reduce the effect to insignificance, or
- (2) The lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required.

While there is no change to the proposed project on the subject property, the IS/MND did not analyze the impacts of the proposed Add Area and the recommended change of the land use designations. During the public comment period of the IS/MND, comments were submitted from the general public and are addressed herein. As demonstrated by the analysis herein, the recommended Add Area is not anticipated to substantially increase the severity of previously anticipated significant impacts or require additional mitigation measures. As the City has initiated a proposed Add Area, the revised MND will be recirculated pursuant to CEQA Guidelines 15072 and 15073.

ENVIRONMENTAL ANALYSIS

ADD AREA ENVIRONMENTAL SETTINGS:

The subject property and the add area properties are all located within the Wilshire Community Plan and are located within the boundaries of the Wilshire Center Regional Commercial Center. The properties are not located within an Alquist-Priolo Fault Zone, but are located within a mile or less of the Puente Hills Blind Thrust. The properties are not located within a hillside area or BOE Special Grading Area and are not located within a liquefaction, landslide, tsunami

inundation zone, flood zone, or fire district area. Location of lots within the Methane Zone and Methane Buffer Zone is described below.

1. 4070 West 3rd Street, 304 and 310 South Kingsley Drive, and 311 South Ardmore Avenue (APN: 5503-008-016, Lots 35, 37, and 38, Norwood Terrace Tract):

The site consists of two lot located on the southeast corner of 3rd Street and Kingsley Drive and has a land use designation of Neighborhood Office Commercial. The corner lot is zoned C2-1 and the adjacent lot to the south is zoned CR-1. The third lot is the second interior lot with frontage on Ardmore Avenue and has a land use designation of High Medium Residential and is zoned R1-1.

The two parcels located on the southeast corner of 3rd Street and Kingsley Drive are developed with an existing two story building that was converted to an office building from a 30 room residential building in 1949. The third lot, fronting on Ardmore Avenue, is improved with a surface parking lot which serves the office building. The property located on the southwest corner of 3rd Street and Ardmore Avenue, 4048 – 4056 West 3rd Street (Lot 36), is developed with a one story shopping center that was constructed in 1974.

Lot 37, located at the corner of 3rd Street and Kingsley Drive is located within the Methane Zone and Methane Buffer Zone, while lots 35 and 38 are located within the Methane Buffer Zone.

2. 4048 – 4056 West 3rd Street (APN: 5503-008-008, Lot 36, Norwood Terrace Tract):

The property is located on the southwest corner of 3rd Street and Ardmore Avenue and has a land use designation of Neighborhood Office Commercial and is zoned C2-1. The site is developed with a one story shopping center that was constructed in 1974 and surface parking.

The lot is located within the Methane Buffer Zone.

3. 4012 – 4020 West 3rd Street and 304 South Ardmore Avenue (APN: 5502-001-010 (Lot 13, Norwood Terrace Tract):

The property is located on the southeast corner of 3rd Street and Ardmore Avenue and has a land use designation of Neighborhood Office Commercial and is zoned C2-1. The site is developed with a one story coin operated car wash constructed in 1973.

The lot is located within the Methane Zone.

4. 4000 – 4010 West 3rd Street (APN: 5502-001-009, Lot 12, Norwood Terrace Tract):

The property is located on the southwest corner of 3rd Street and Normandie Avenue and has a land use designation of Neighborhood Office Commercial and is zoned C2-1. The site is developed with two detached, one story commercial buildings built in 1926 and 1954.

The lot is located within the Methane Zone and Methane Buffer Zone.

5. 311 South Normandie Avenue (APN: 5502-001-008, Lot 11, Norwood Terrace Tract):

The property is the second interior lot with frontage along Normandie Avenue and has a land use designation of High Medium Residential and is zoned R4-2. The site is developed with a single story building constructed in 1959 and has been utilized as a preschool.

The lot is located within the Methane Zone and Methane Buffer Zone.

ENVIRONMENTAL FACTORS AND EXPLANATIONS

In the analysis of the project as proposed, the IS/MND found there to be less than significant impacts or no impacts in the following categories: Agriculture and Forest Resources, Cultural Resources, Geology and Soils, Hydrology and Water Quality, Mineral Resources, Population and Housing, and Recreation. Impacts were found to be less than significant due to existing regulations that would mitigate potential impacts or were found to have no impacts due to the existing conditions, location, or zoning of the site. As no projects are proposed within the Add Area, there will be no change to the analysis of the above referenced categories.

The IS/MND found there to be potentially significant impacts unless mitigated within the following categories: Aesthetics, Biological Resources, Noise, Public Services, Transportation/Traffic, and Utilities and Service Systems. The analysis included mitigation measures to reduce the impacts of the proposed hotel on the project site to less than significant. As no projects are proposed within the Add Area, there will be no change to the analysis of the above referenced categories.

The following categories were found to have potentially significant impacts unless mitigated or no impact in the IS/MND. However, comments from the general public were either received or the analysis revised to consider the inclusion of the Add Area.

Air Quality and Green House Gas Emissions

A comment was received by the Adams Broadwell Joseph & Cardozo on behalf of CREED LA stating that the proposed project would exceed SCAQMD Air Quality Thresholds during construction of the project.

In analyzing the potential impacts of the project, the representatives of Adams Broadwell Joseph & Cardozo incorrectly identifies the project as having an 8,127 square foot, 24 hour convenience store. As stated previously in the project description, the project does not include an 8,127 square foot convenience store.

While the City does not require the submittal of a schedule of construction equipment that will be used, the IS/MND identifies that the use of heavy-duty construction equipment, truck deliveries and hauling, and vehicular trips generated by construction workers may cause a temporary impact on air quality. In addition, the IS/MND identifies that there are potential temporary impacts from fugitive dust during the construction of the project as well. The potential impacts will be mitigated by existing regulations that require the project to comply with SCAQMD regulations, namely Rule 403. The project will also be required to comply with the City's Green Code regulations, which will reduce the emission of greenhouse gases. In addition, mitigation measure was incorporated to

require that a minimum of 20 percent of the parking be set aside for EV ready parking. As stated in the IS/MND, impacts will be less than significant due to existing regulations.

Hazards and Hazardous Materials

A comment was received by the Adams Broadwell Joseph & Cardozo on behalf of CREED LA stating that a property located to the north of the site, 4151 West 3rd Street, was a potential hazard due to the previous use of the site as a gas station and automotive repair shop.

The property in question is located on the northwest corner of 3rd Street and Harvard Boulevard. The site was developed with a gas station since 1937 and an addition was made to include an automotive repair shop in 1963. A demolition permit to remove the gas station was issued in 1990 and a change of use permit to remodel the automotive repair shop to a retail use was issued in 1990. In 1994, permits were issued to allow for an addition to the retail center. The Phase I Environmental Site Assessment (ESA) prepared by ENCON Solutions, Inc dated April 22, 2014 states that the site was not listed in the LUST database.¹ The site is also not listed on the California Department of Toxic Substance Control database (EnviroStor). While the Phase I ESA acknowledges that there is a potential concern as groundwater from the site flows southeast towards the project site, it concludes that in 1990 it is likely that LAFD oversaw the tank removal and closure investigation. In addition, the opinion of ENCON is that the current and continued commercial use of the site will cause no significant environmental risk and that it is acceptable and mitigated.²

No project or grading is proposed at 4151 West 3rd Street and the existing building will remain undisturbed. As determined in the IS/MND, impacts are anticipated to be less than significant.

As no projects are proposed within the Add Area, there will be no change to the analysis made in the IS/MND.

Land Use and Planning

The project site and Add Area are located within the Wilshire Community Plan and within the boundaries of the Wilshire Center Regional Commercial Center, as designated by the community plan. The lots located within the Add Area have a land use designation of High Medium Residential and Neighborhood Office Commercial. The recommended plan amendment would change the land use designation to Regional Commercial with the following corresponding zones: CR, C1.5, C2, C4, P, PB, RAS3, RAS4, R3, R4, and R5. The existing zones within the Add Area will remain the same and are consistent with the recommended Regional Commercial land use designation. As previously discussed, no projects are proposed within the Add Area and no additional entitlement have been requested or considered within the Add Area. The Los Angeles Municipal Code (LAMC) would require the approval of entitlements to change the zone or permit deviations from the existing zones within the Add Area to permit a future use which is not in compliance

¹ Phase I Environmental Site Assessment Page 32, 33

² Phase I Environmental Site Assessment Page 39

with the Zoning Code. As such, impacts will be less than significant and there is no change to the analysis made in the IS/MND.

CONCLUSION

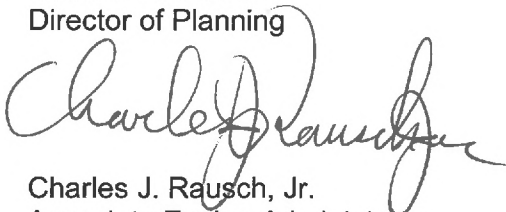
Pursuant to the revisions made to the project, the project description of the Initial Study/Mitigated Negative Declaration is revised to the following:

The demolition of existing structures and the construction, use, and maintenance of an 82-foot, six-story hotel with 171 guest rooms, 2,800 square feet of ground floor commercial space, and two levels of subterranean parking with 103 automobile parking spaces and 26 bicycle parking spaces. The hotel will have a "sundry" store with 24 hour operations daily. The ground floor commercial space is proposed as a restaurant with 70 interior seats and 20 exterior seats with proposed hours of operations from 7:00 a.m. to 1:30 a.m. daily. The project proposes to export 19,000 cubic yards of dirt.

The entitlements requested include the following: General Plan Amendment from Neighborhood Office Commercial and High Medium Residential to Regional Commercial for the subject property and Add Area, inclusive of seven parcels located on the southern side 3rd Street between Kingsley Drive and Normadie Avenue; Zone Change from C2-1 and R3-1 to (T)(Q)R5-1; removal of a 15-foot building line; Conditional Use to permit a hotel within 500-feet of an A or R zone and a FAR of 3.4:1 and reduced front, side, and rear yards of zero feet; Conditional Use to permit commercial uses within the R5 Zone; Conditional Use for the sale of alcoholic beverages in conjunction with a "sundry" store within the hotel and a proposed restaurant; and Site Plan Review.

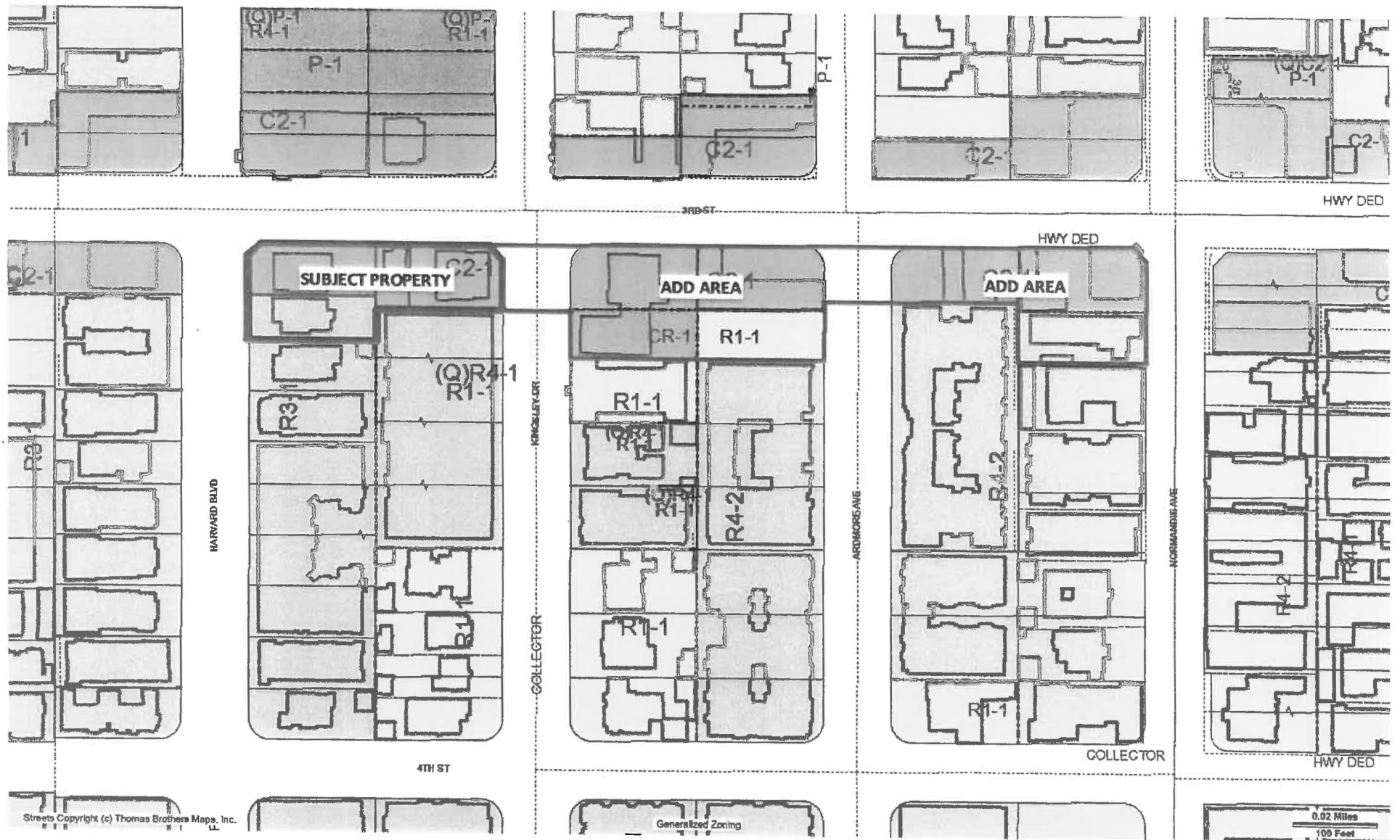
The Department of City Planning has determined that revised entitlement is a substantial revision pursuant to Section 15073.5(a) and requires the recirculation of the MND after public notice of its availability was given pursuant to Section 15072, but prior to its adoption. The change constitutes new information which makes only minor modifications to the mitigated negative declaration. No new significant impacts have been identified and no new mitigation measures are required as a result of the revised entitlement. The recirculation of the revised MND will comply with Section 15072 and 15073.

Michael LoGrande
Director of Planning



Charles J. Rausch, Jr.
Associate Zoning Administrator
CJR:MS

cc: Councilmember Herb J. Wesson, Jr.
Tenth District



CPC-2015-2030-GPA-ZC-BL-CU-CUB-SPR

EXHIBIT A

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

LEAD CITY AGENCY

City of Los Angeles

COUNCIL DISTRICT

CD 10 - HERB J. WESSON, JR.

PROJECT TITLE

ENV-2015-2031-MND

CASE NO.

CPC-2015-2030-GPA-ZC-BL-CU-CUB-SPR

PROJECT LOCATION

4110 West 3rd Street (300, 308 South Harvard Boulevard, 4120 West 3rd Street, 301 South Kingsley Drive)

PROJECT DESCRIPTION

The demolition of existing structures and the construction, use, and maintenance of an 82-foot, six-story hotel with 171 guest rooms, 2,800 square feet of ground floor commercial space, and two levels of subterranean parking with 103 automobile parking spaces and 26 bicycle parking spaces. The hotel will have a "sundry" store with 24 hour operations daily. The ground floor commercial space is proposed as a restaurant with 70 interior seats and 20 exterior seats with proposed hours of operations from 7:00 a.m. to 1:30 a.m. daily. The project proposes to export 19,000 cubic yards of dirt.

The entitlements requested include the following: General Plan Amendment from Neighborhood Office Commercial and High Medium Residential to Regional Commercial; Zone Change from C2-1 and R3-1 to (T)(Q)R5-1; removal of a 15-foot building line; Conditional Use to permit a hotel within 500-feet of an A or R zone and a FAR of 3.4:1 and reduced front, side, and rear yards of zero feet; Conditional Use to permit commercial uses within the R5 Zone; Conditional Use for the sale of alcoholic beverages in conjunction with a "sundry" store within the hotel and a proposed restaurant; and Site Plan Review.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY

4110 West 3rd Street, LLC
8871 Research Drive
Irvine, CA 92618

FINDING:

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

(CONTINUED ON PAGE 2)

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

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

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM

MAY SIRINOPWONGSAGON

TITLE

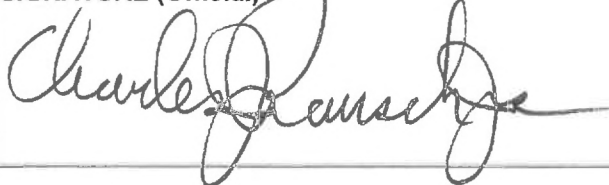
City Planning Associate

TELEPHONE NUMBER

(213) 978-1372

ADDRESS

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

SIGNATURE (Official)**DATE**

09/23/2015

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, the public right-of-way, nor from above.

I-130. Aesthetics (Glare)

- Environmental impacts to adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

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 Public Works (213-847-3077).
- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. 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.

VII-10. Green House Gas Emissions

- The project will result in impacts resulting in increased green house gas emissions. However, the impact can be reduced to a less than significant level through compliance with the following measure(s):
- Any new construction shall include 20 percent of parking spaces set aside for EV ready parking.

VIII-80. Emergency Evacuation Plan (Building over 75 feet in height)

- Environmental impacts may result from project implementation due to limitations of emergency response equipment. However, these potential impacts will be mitigated to a less than significant level by the following measure:
- Prior to the issuance of a building permit, the applicant shall develop an emergency response plan in consultation with the Fire Department. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

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

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

XII-30. Increased Noise Levels (Parking Wall)

- Environmental impacts to the adjacent residential properties may result due to noise from parking on the site. However, this potential impact will be mitigated to a less than significant level by the following measure:
- A 6-foot-high solid decorative masonry wall, measured from the lowest adjacent grade, adjacent to residential use and/or zones shall be constructed if no such wall exists.

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-50. Increased Noise Levels (Retail Markets, Bars, Entertainment etc...)

- Environmental impacts to adjacent residential properties may result from project implementation due to noise from the proposed project's activities and parking on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- No window openings shall be permitted along the residential sides of the building.
- A 6-foot-high solid decorative masonry wall, measured from the lowest adjacent grade, adjacent to residential properties shall be constructed if no such wall currently exists.
- The proposed facility shall incorporate noise-attenuating features (physical as well as operational) designed by a licensed acoustical sound engineer to assure that operational sounds shall be inaudible beyond the property line.

XIV-10. Public Services (Fire)

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

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

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

XIV-30. Public Services (Police)

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

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

- Environmental impacts may result from project implementation due to the close proximity of the project to a school. However, the potential impact will be mitigated to a less than significant level by the following measures:
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- 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.

- The developer and contractors shall maintain ongoing contact with the administrator of Caheunga Elementary School. The administrative offices shall be contacted when demolition, grading, and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from the administrators or from LAUSD's Transportation Branch (213)580-2950 or (213)250-2900 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.
- The developer and contractors shall maintain ongoing contact with the administrator of Camino Nuevo Charter Academy. 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 the administrator and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

XVI-40. Safety Hazards

- Environmental impacts may result from project implementation due to hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses. However, the potential impacts can be mitigated to a less than significant level by the following measure:
- The developer shall install appropriate traffic signs around the site to ensure pedestrian, bicycle, and vehicle safety.
- The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

XVI-50. Inadequate Emergency Access

- Environmental impacts may result from project implementation due to inadequate emergency access. However, these impacts can be mitigated to a less than significant level by the following measure:
- The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

XVI-80. Transportation/Traffic

- The project will result in impacts to transportation and/or traffic systems. However, the impact can be reduced to a less than significant level through compliance with the following measure(s):
- Adjacent sidewalks shall remain open and unobstructed during the demolition and construction phase of the project. Pursuant to LAMC Section 62.45, permits shall be obtained from the Bureau of Street Services prior to the closure of any adjacent sidewalks and/or construction of protection fences or canopies within the public rights-of-way. Protection of pedestrian access shall be provided pursuant to LAMC Section 91.3306.

XVII-60. Utilities (Local Water Supplies - Restaurant, Bar, or Nightclub)

- 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.)

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


LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICT: CD 10 - HERB J. WESSON, JR.	DATE: 09/03/2015
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2015-2031-MND	RELATED CASES: CPC-2015-2030-GPA-ZC-BL-CU-CUB-SPR	
PREVIOUS ACTIONS CASE NO.:	<input type="checkbox"/> Does have significant changes from previous actions. <input checked="" type="checkbox"/> Does NOT have significant changes from previous actions.	
PROJECT DESCRIPTION: DEMOLITION OF EXISTING BUILDINGS AND CONSTRUCTION OF A NEW 171 GUEST ROOM HOTEL		
ENV PROJECT DESCRIPTION: <p>The demolition of existing structures and the construction, use, and maintenance of an 82-foot, six-story hotel with 171 guest rooms, 2,800 square feet of ground floor commercial space, and two levels of subterranean parking with 103 automobile parking spaces and 26 bicycle parking spaces. The hotel will have a "sundry" store with 24 hour operations daily. The ground floor commercial space is proposed as a restaurant with 70 interior seats and 20 exterior seats with proposed hours of operations from 7:00 a.m. to 1:30 a.m. daily. The project proposes to export 19,000 cubic yards of dirt.</p> <p>The entitlements requested include the following: General Plan Amendment from Neighborhood Office Commercial and High Medium Residential to Regional Commercial; Zone Change from C2-1 and R3-1 to (T)(Q)R5-1; removal of a 15-foot building line; Conditional Use to permit a hotel within 500-feet of an A or R zone and a FAR of 3.4:1 and reduced front, side, and rear yards of zero feet; Conditional Use to permit commercial uses within the R5 Zone; Conditional Use for the sale of alcoholic beverages in conjunction with a "sundry" store within the hotel and a proposed restaurant; and Site Plan Review.</p>		
ENVIRONMENTAL SETTINGS: <p>The project site consists of four lots consisting of 27,676.5 square feet of lot area. The site is bounded by the Harvard Boulevard, a designated Local Street – Standard, to the west, 3rd Street, a designated Avenue II, to the north, and Kingsley Drive, a designated Collector Street to the east.</p> <p>The project site is located within the Wilshire Community Plan with a land use designation of Neighborhood Office Commercial and High Medium Residential and is zoned C2-1 and R3-1. The site is currently developed with four detached structures that were constructed in 1909, 1912, 1923, and 1925. All existing structures will be demolished. While there are trees located within the public rights-of-way in front of the project site, there are no trees located on the site. The project site is not located within a specific plan, community design overlay, or interim control ordinance area; however, it is located with the Los Angeles State Enterprise Zone.</p> <p>The project site is not located within an Alquist-Priolo Fault Zone, but is located 1.09 km from the Puente Hills Blind Thrust. The site is not located within a hillside area or a BOE Special Grading Area. The site also not located within a liquefaction, landslide, tsunami inundation zone, flood zone, or fire district area. Two of the four lots, located on the eastern end of the site, are located with a Methane Zone and a Methane Buffer Zone. The remaining two lots, on the western portion of the lot, are located within a Methane Buffer Zone.</p> <p>The properties to the north, across 3rd Street are zoned C2-1 and are developed with one to four story commercial buildings. To the east, across 3rd Street and Kingsley Drive, the properties are zoned C2-1 and CR-1. The property located on the northeast corner is an existing six story hotel with ground floor commercial uses. The property located on the southeast corner is a two-story commercial building. To the south of the site, the properties are zoned (Q)R4-1 and R3-1. The property to the south on the eastern side of the property is developed with a three story apartment building and ground floor parking. The properties to the south on the western side of the property is developed with a single family dwelling and apartment buildings. The properties to the west are zoned R3-1 and C2-1 and are developed with apartments and commercial uses.</p>		

PROJECT LOCATION: 4110 West 3rd Street (300, 308 South Harvard Boulevard, 4120 West 3rd Street, 301 South Kingsley Drive)		
COMMUNITY PLAN AREA: WILSHIRE STATUS: <input type="checkbox"/> Does Conform to Plan <input checked="" type="checkbox"/> Does NOT Conform to Plan	AREA PLANNING COMMISSION: CENTRAL	CERTIFIED NEIGHBORHOOD COUNCIL: WILSHIRE CENTER - KOREATOWN
EXISTING ZONING: C2-1 / R3-1	MAX. DENSITY/INTENSITY ALLOWED BY ZONING: C2 Zone - 100 Guest Rooms / R3 Zone - 15 Guest Rooms	LA River Adjacent:
GENERAL PLAN LAND USE: NEIGHBORHOOD OFFICE COMMERCIAL / HIGH MEDIUM RESIDENTIAL	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: Neighborhood Office Commercial - 100 Guest Rooms / High Medium Residential - 38 Guest Rooms	
	PROPOSED PROJECT DENSITY: 171 Guest Rooms	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

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



Signature

City Planning Associate

Title

(213) 978-1372

Phone

Evaluation Of Environmental Impacts:

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

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

Environmental Factors Potentially Affected:

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

<input checked="" type="checkbox"/> AESTHETICS <input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES <input checked="" type="checkbox"/> AIR QUALITY <input checked="" type="checkbox"/> BIOLOGICAL RESOURCES <input type="checkbox"/> CULTURAL RESOURCES <input type="checkbox"/> GEOLOGY AND SOILS	<input checked="" type="checkbox"/> GREEN HOUSE GAS EMISSIONS <input checked="" type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input type="checkbox"/> HYDROLOGY AND WATER QUALITY <input type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input checked="" type="checkbox"/> NOISE	<input type="checkbox"/> POPULATION AND HOUSING <input checked="" type="checkbox"/> PUBLIC SERVICES <input type="checkbox"/> RECREATION <input checked="" type="checkbox"/> TRANSPORTATION/TRAFFIC <input checked="" type="checkbox"/> UTILITIES AND SERVICE SYSTEMS <input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
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INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:

4110 West 3rd Street, LLC

APPLICANT ADDRESS:

8871 Research Drive
Irvine, CA 92618

AGENCY REQUIRING CHECKLIST:

Department of City Planning

PROPOSAL NAME (if Applicable):**PHONE NUMBER:**

() -

DATE SUBMITTED:

05/29/2015

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

I. AESTHETICS				
a.	Have a substantial adverse effect on a scenic vista?		✓	
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?		✓	
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	✓		
II. AGRICULTURE AND FOREST RESOURCES				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?			✓
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?			✓
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?			✓
d.	Result in the loss of forest land or conversion of forest land to non-forest use?			✓
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			✓
III. AIR QUALITY				
a.	Conflict with or obstruct implementation of the applicable air quality plan?		✓	
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓	
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		✓	
d.	Expose sensitive receptors to substantial pollutant concentrations?		✓	
e.	Create objectionable odors affecting a substantial number of people?	✓		
IV. BIOLOGICAL RESOURCES				
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			✓
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?			✓
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			✓
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			✓
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	✓		
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			✓
V. CULTURAL RESOURCES				

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

VI. GEOLOGY AND SOILS

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

VII. GREEN HOUSE GAS EMISSIONS

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

VIII. HAZARDS AND HAZARDOUS MATERIALS

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

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓
IX. HYDROLOGY AND WATER QUALITY					
a.	Violate any water quality standards or waste discharge requirements?			✓	
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✓	
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
f.	Otherwise substantially degrade water quality?				✓
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j.	Inundation by seiche, tsunami, or mudflow?				✓
X. LAND USE AND PLANNING					
a.	Physically divide an established community?			✓	
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓
XI. MINERAL RESOURCES					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓
XII. NOISE					
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		✓		
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		

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

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

XVII. UTILITIES AND SERVICE SYSTEMS

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

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

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

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

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

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

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

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2015-2031-MND** and the associated case(s),

CPC-2015-2030-GPA-ZC-BL-CU-CUB-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:
MAY SIRINOPWONGSAGON	City Planning Associate	(213) 978-1372	08/26/2015

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

I. AESTHETICS		
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. The proposed project is an 82-foot tall hotel with 2,800 square feet of ground floor commercial. As there are no unique scenic vistas or focal points in the vicinity of the site, impacts will be less than significant.
b.	NO IMPACT	The project site has frontage along 3rd Street, Harvard Boulevard, and Kingsley Drive. The Mobility Element now designates 3rd Street as an Avenue II, previously a Secondary Highway, Kingsley Drive is a designated Collector Street, and Harvard Boulevard is a designated Local Street - Standard. The City of Los Angeles' General Plan Mobility Element (Appendix B) indicates that no City-designated scenic highways are located near the project site. Therefore, no impacts related to scenic highways would occur.
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would substantially degrade the existing visual character or quality of the project site and its surroundings. The project shall comply with Los Angeles Municipal Code Section 91.6205 and 14.4.17 as it relates to temporary signage during the demolition, construction, and grading of the site, including affixing or painting a plainly visible sign, on the publically accessible portions of the construction barriers, with the following language: "POST NO BILLS". The proposed project will be required to submit a landscape plan pursuant to LAMC Section 12.21-G and comply with applicable requirements of 12.40, 12.41, and 12.42. The project proposes to construct a new hotel with ground floor commercial uses with a maximum height of 82 feet, as such a shade-shadow study was prepared to evaluate the impacts of the building's shadows on sensitive receptors to the northwest, north, and northeast of the site. The project site is located on the south side of 3rd Street between Harvard Boulevard and Kingsley Drive. The

Impact?	Explanation	Mitigation Measures
	<p>following sensitive receptors or uses are located within 246 feet (three times the height of the building) of the project site include: a three story apartment building approximately 206 feet to the northwest; a single family dwelling (SFD) located approximately 210 feet to the northeast. The longest shadow length generated to the northwest would occur during the Winter Solstice (Dec 21) at 9:00 a.m. At that point, the shadows to the northwest would not reach the three story apartment building located to the northwest and would not casts shadows for a period longer than three hours over a shadow-sensitive use. Within 246 feet of the site to the north, there are no shadow-sensitive uses as the properties are developed with commercial buildings that range from one to three stories and surface parking. The longest shadow cast to the northeast occurs during the Winter Solstice (Dec 21) at 3:00 p.m. While the study shows that the shadow length during that time would shade an existing six story hotel located 110 feet away from the project site, it would not extend to the SFD located directly behind the hotel. The shadows casts from the proposed hotel would not further impact that shadows of the existing hotel and would not cast shadows for a period longer than three hours over a shadow-sensitive use. There is an existing SFD located to the rear of the site; however, it is located to the south of the site and there would be minimal impacts from the proposed project. While the proposed project exceeds the threshold of 60 feet, it would not shade shadow-sensitive uses for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. PST between late Oct and early April or for more than four hours between the hours of 9:00 a.m. and 5:00 a.m. PDT (between early April and late Oct). Impacts will be less than significant.</p>	
d. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or</p>	I-120, I-130

Impact?	Explanation	Mitigation Measures
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		artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. The project could create significant new sources of light and glare due to the use of security lighting and various building materials. Incorporation of the mitigation measures would reduce project impacts to less than significant levels.	
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II. AGRICULTURE AND FOREST RESOURCES

a.	NO IMPACT	A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses. The proposed project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, therefore no impact would occur.	
b.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing agricultural zoning or agricultural parcels enrolled under the Williamson Act. The Wilshire Community Plan designates the project site for Neighborhood Office Commercial and High Medium Residential land use designations and is currently zoned C2-1 and R3-1. Therefore, the proposed project would be consistent with the Community Plan and would not conflict with existing zoning for agricultural uses. The proposed project will not cause conflict with the Williamson Act. As the project site and surrounding area is an urban area. Therefore, impacts will be less than significant.	
c.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning for, or caused rezoning of forest land or timberland or result in the loss of forest land or in the conversion of forest land to non-forest use. The Wilshire Community Plan designates the project site for Neighborhood Office Commercial and High Medium Residential land use designations and is currently zoned C2-1 and R3-1. The surrounding properties are similarly zoned for commercial and residential development. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	

Impact?	Explanation	Mitigation Measures
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d.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning for, or caused rezoning of forest land or timberland or result in the loss of forest land or in the conversion of forest land to non-forest use. The Wilshire Community Plan designates the project site for Neighborhood Office Commercial and High Medium Residential land use designations and is currently zoned C2-1 and R3-1. The surrounding properties are similarly zoned for commercial and residential development. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	
e.	NO IMPACT	A significant impact would occur if the proposed project caused the conversion of farmland to non-agricultural use. The project site does not contain farmland, forestland, or timberland. Therefore, no impacts would occur.	

III. AIR QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed construction of 171 guest rooms and 2,800 square feet of commercial uses is not expected to conflict with or obstruct the implementation of the AQMP and SCAQMD rules. The proposed project is also subject to the City's Green Building Program Ordinance (Ord. No. 179,890), which was adopted to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional and global ecosystems. Therefore, impacts would be less than significant.	
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Impact?	Explanation	Mitigation Measures
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b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Construction of the proposed project would contribute to air quality emissions through the use of heavy-duty construction equipment, truck deliveries and haul trips, and vehicle trips generated by construction workers traveling to and from the project site. Fugitive dust emissions would primarily result from earthwork activities. Nitrogen oxide (NOX) emissions would primarily result from the use of construction equipment. It is mandatory for all construction projects in the South Coast Air Basin (Basin) to comply with SCAQMD Rule 403 for Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional particulate matter emissions associated with construction activities and the impacts would be less than significant.</p>	
c.	LESS THAN SIGNIFICANT IMPACT	<p>The project proposes to grade and export approximately 19,000 cubic yards of dirt, which will produce fugitive dust and mobile sources emissions as a result of construction activity. The proposed project and the whole of the Los Angeles metropolitan area are located within the Basin, which is characterized by relatively poor air quality. The Basin is currently classified as a federal and State non-attainment area for ozone (O3), respirable particulate matter (PM10), PM2.5, and lead (Pb) and a federal attainment/maintenance area for carbon monoxide (CO). It is classified as a State attainment area for CO, and it currently meets the federal and State standards for nitrogen dioxide (NO2), sulfur oxides (SOX), and Pb. Because the Basin is designated as a State and/or federal nonattainment air basin for O3, PM10, PM2.5, and NO2, there is an on-going</p>	

Impact?	Explanation	Mitigation Measures
	<p>regional cumulative impact associated with these pollutants. However, an individual project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. This magnitude is determined by the project-level significance thresholds established by the SCAQMD. Operational and construction regional emissions would not likely exceed the project-level SCAQMD localized significance thresholds for criteria air pollutants. Impacts during construction will be less than significant due to existing regulations and compliance with SCAQMD Rule 403 during the construction phase.</p>	
d. LESS THAN SIGNIFICANT IMPACT	<p>Based on the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The California Air Resources Board (CARB) has published guidance for locating new sensitive receptors (e.g., residences) away from nearby sources of air pollution. Relevant recommendations include avoid siting new sensitive land uses within 500 feet of a freeway or 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). The project site is not located within the proximity of a freeway or a large gas station. The location of the proposed project would be consistent with CARB recommendations for locating new sensitive receptors. Therefore, the proposed project would have a less-than-significant impact.</p>	
e. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in</p>	III-60

Impact?	Explanation	Mitigation Measures
	<p>nature. Construction of the proposed project would not cause an odor nuisance. As proposed, the trash and loading areas are located within 50 feet of a residential use and is not fully enclosed. While it is enclosed on three sides and is covered by the above floors of the building, the unenclosed side faces directly towards an existing residential building. Mitigation measures have been incorporated to reduce the impacts of objection odors created from trash from the hotel and commercial uses to a less than significant level.</p>	
IV. BIOLOGICAL RESOURCES		
a.	NO IMPACT	<p>A project would have a significant biological impact through the loss or destruction of individuals of a species or through the degradation of sensitive habitat. The project site is located within the Wilshire Community Plan, within an urbanized area. While there are trees located within the public rights-of-way, there are no trees located on the site. There is minimal landscaping on the project site that will be removed as part of the demolition and construction of the site. It is not anticipated that the removal of the minimal landscaping will have a substantial adverse effect 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. No impacts will result.</p>
b.	NO IMPACT	<p>A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Therefore, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS), and no impacts would occur.</p>

Impact?	Explanation	Mitigation Measures
NO IMPACT	The project site is located in a highly urbanized area, one of the lots is developed with various commercial retail and office uses. There are no federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) on the site. Therefore, no impacts would occur.	
NO IMPACT	A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the highly urbanized nature of the project site and surrounding area, the lack of a major water body, and the limited number of trees, the project site does not support habitat for native resident or migratory species or contain native nurseries. Therefore, the proposed project would not interfere with wildlife movement or impede the use of native wildlife nursery sites, and no impact would occur.	
POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. While there are trees located within the public rights-of-way, there is minimal landscaping within the project site itself. As such, there will be no trees removed on site as part of the demolition or construction phase of the project. Removal of trees will require the review and approval of the Urban Forestry Division of the Bureau of Street Services. A mitigation measure has been incorporated to require the replacement for the loss of significant trees. Therefore, impacts will be less than significant.	IV-90
NO IMPACT	The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan, and no impacts would occur.	
CULTURAL RESOURCES		

Impact?	Explanation	Mitigation Measures
a.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>A significant impact would occur if the proposed project would substantially altered the environmental context of, or removed identified historical resources. The project site is developed with four detached structures that were constructed in 1909, 1912, 1923, and 1925. The structures were not identified as having potential historic significance as part of the Wilshire Center and Koreatown Recovery Redevelopment Area Historic Resources Survey published in June 2009 and Wilshire Historic Resource Survey Report of the Wilshire Community Plan Area published in January 2015. The site is also not located within one of the designated Wilshire Historic Districts. Due to the age of the structures, prior to the issuance of a demolition permit, the project will be required to comply with LAMC Section 91.106.4.5.1, 91.106.4.5.2, and 91.106.4.5.3. Therefore, impacts will be less than significant.</p>	
b.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. The proposed project would require the grading and export of approximately 19,000 cubic yards of dirt for the construction of two-levels of subterranean parking for the proposed hotel. Project-related excavation for the building footing may have the potential to uncover archaeological resources. However, if archeological resources are found during excavation, the project will be required to follow procedures as detailed in the California Public Resources Code Section 21083.2. Therefore, the impact would be less than significant.</p>	
c.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>A significant impact would occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features. The project site has been developed as early as 1909, with the newest structure being constructed in 1925. The proposed project would require ground disturbance that may involve</p>	

Impact?	Explanation	Mitigation Measures
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		excavation into native soils that contain paleontological resources. The proposed project would require the grading and export of approximately 19,000 cubic yards of dirt for the construction of two-levels of subterranean parking for the proposed hotel. If paleontological resources are found during excavation, the project will be required to follow procedures as detailed in the California Public Resources Code Sections 5097.5 and 30244. Therefore, the impact would be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. Human remains could be encountered during excavation and grading activities associated with the proposed project. The proposed project would require the grading and export of approximately 19,000 cubic yards of dirt for the construction of two-levels of subterranean parking for the proposed hotel. While no formal cemeteries, other places of human internment, or burial grounds or sites are known to occur within the project site, there is always a possibility that human remains can be encountered during construction. If human remains are found during excavation, the project will need to follow procedures as detailed in the California Health and Safety Code Section 7050.5. If human remains of Native American origin are discovered during project construction, compliance with state laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposition of Native American burials will be adhered to. Therefore, the impact would be less than significant.	
VI. GEOLOGY AND SOILS			
a.	NO IMPACT	The project site is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. Therefore, no impacts would occur.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The proposed project will locate hotel guest rooms within 1.09 km (0.7 miles) of the Puente Hills Blind Thrust	

Impact?	Explanation	Mitigation Measures
	<p>Fault. However, the proposed project would be designed and constructed in accordance with State and local building codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.</p>	
c. NO IMPACT	This site is not located within a liquefaction zone. Therefore, no impacts would result.	
d. NO IMPACT	The project site and surrounding areas are relatively flat and is not located within a landslide area. Therefore, no impacts would result.	
e. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. The proposed project would require grading and export of 19,000 cubic yards for the construction of two-levels of subterranean parking for the proposed hotel. Construction of the proposed project would result in ground surface disturbance during site clearance, excavation, and grading, which could create the potential for soil erosion to occur. Site preparation would require removal of all vegetation, any unsuitable fill, and asphalt and concrete paving, exposing pervious surfaces to wind and rainfall. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQBC) through the City's Stormwater Management Division. In addition, the proposed project would be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. In addition, all onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, and conditions imposed by the City of Los Angeles Department of Building and Safety's Soils Report</p>	

Impact?	Explanation	Mitigation Measures
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		Approval Letter dated February 18, 2015 and as revised on June 2, 2015. Therefore, a less than significant impact would occur with respect to erosion or loss of topsoil.	
f.	LESS THAN SIGNIFICANT IMPACT	The project site is not located within a landslide or liquefaction area; however, the construction of the project will be required by the Department of Building and Safety to comply with the City of Los Angeles California Building Code (CBC). With the implementation of conditions imposed by the City of Los Angeles Department of Building and Safety's Soils Report Approval Letter dated February 18, 2015 and as revised on June 2, 2015, the potential for landslide lateral spreading, subsidence, liquefaction or collapse would be less than significant.	
g.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Soils on the project site may have the potential to shrink and swell resulting from changes in the moisture content. With the implementation of conditions imposed by the City of Los Angeles Department of Building and Safety's Soils Report Approval Letter dated February 18, 2015 and as revised on June 2, 2015, the potential for landslide lateral spreading, subsidence, liquefaction or collapse would be less than significant.	
h.	NO IMPACT	A project would cause a significant impact if adequate wastewater disposal is not available. The project site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The proposed project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.	

VII. GREEN HOUSE GAS EMISSIONS

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and anthropogenic (human generated), that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the	VII-10
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Impact?	Explanation	Mitigation Measures
	<p>earth's surface, the atmosphere itself, and by clouds. The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 179,890). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. As the LAGBC includes applicable provisions of the State's CALGreen Code, a new development project that can demonstrate it complies with the LAGBC is considered consistent with statewide GHG reduction goals and policies including AB32 (California Global Warming Solutions Act of 2006). Through required implementation of the LAGBC, the proposed project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs. The project will provide a total of 103 automobile parking spaces for the proposed hotel. While it is anticipated that the generation of GHG emissions from the proposed project would not make a cumulatively considerable contribution to emissions, mitigation measures have been incorporated to ensure that in the future, the site would be able to provide charging stations for electric vehicles. In doing so, the project would further mitigate potential impacts and ensure that generation of GHG emissions from the project are less than significant.</p>	
b.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2012-2035 Regional Transportation</p>	

Impact?	Explanation	Mitigation Measures
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	Plan/Sustainable Communities Strategy (RTP/SCS). The 2012-2035 RTP/SCS focuses the majority of job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions and investments that reduce vehicle miles traveled that contribute to GHG emissions, as required by AB 32. The proposed project would construct a hotel within close proximity to transit, as well as within close proximity to commercial destinations for businesses and travelers to the area and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. The proposed project, therefore, would be consistent with statewide, regional and local goals and policies aimed at reducing GHG emissions and would result in a less-than-significant impact related to GHG reduction plans.	
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VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. With compliance to applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The existing buildings on the site were constructed in the early 1900s and therefore may	

Impact?	Explanation	Mitigation Measures
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		<p>contain asbestos-containing materials (ACMs) and lead-based paint (LBP). Demolition of the building would have the potential to release asbestos fibers into the atmosphere if such materials exist and they are not properly stabilized or removed prior to demolition activities. The removal of asbestos is regulated by SCAQMD Rule 1403; therefore, any asbestos found on-site would be required to be removed by a certified asbestos containment contractor in accordance with applicable regulations prior to demolition. Similarly, it is likely that lead-based paint is present in buildings constructed prior to 1979. Compliance with existing State laws regarding removal would be required. With this compliance, the proposed project would result in a less than significant impact related to asbestos and LBP. A portion of the site is located within the Methane Zone and the entirety of the site is located within the Methane Buffer Zone. A methane report was prepared and was submitted to the Department of Building and Safety. As the project will require demolition, grading, and construction within the Methane Zone, the project will be required to comply with LAMC Sections 91.7101 through 91.7109. The project will be required to comply with mitigations imposed by Department of Building and Safety and comply with regulations of the Fire Department. Therefore, the proposed project would result in a less than significant impact related to methane. Impacts will be less than significant.</p>	
c.	LESS THAN SIGNIFICANT IMPACT	<p>Construction activities have the potential to result in the release, emission, handling, and disposal of hazardous materials within one-quarter mile of an existing school. The project site is located 0.14 miles south of Cahuenga Elementary School, located at 220 South Hobart Boulevard from and approximately 0.39 miles north of Camino Nuevo Charter Academy, located at 605 South Harvard Boulevard. While the project site is located within the vicinity of existing schools, the proposed project is not expected to result in the release, emission, handling, and disposal of hazardous materials. The project would involve construction within a Methane Buffer zone; however, the project will be</p>	

Impact?	Explanation	Mitigation Measures
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		<p>required to comply with LAMC Sections 91.7101 through 91.7109. The project will be required to comply with mitigations imposed by Department of Building and Safety and comply with regulations of the Fire Department. The project requires the demolition of structures which were constructed in the early 1900s, and have the potential of lead paint or asbestos. However, if it lead paint or asbestos is found, the project would be required to comply with existing State laws regarding the removal. Impacts will be less than significant.</p>	
d.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of EnviroStor identifies the site as needing further evaluation. Further research shows that the site was at one time a potential location for an elementary school and as part of an agreement with LAUSD, DTSC was to begin research on potential sites. No evidence has been provided that toxic substances exists on the site beyond the site being located within a Methane Zone and Methane Buffer Zone. A soils and grading report as well as a methane report has been completed, which do not show evidence of toxic substances. The project site has been developed since the early 1900s with single family dwellings that have been converted to general commercial uses between the 1970s and 1990s. The previous and existing uses are not uses that are considered as potentially contributing toxic substances to the site. Prior to the issuance of building or grading permits, the project would be required to comply with LAMC Sections 91.7101 through 91.7109 as it pertains to</p>	

Impact?	Explanation	Mitigation Measures
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		construction within Methane Zone and Methane Buffer Zones. Impacts will be less than significant.	
e.	NO IMPACT	The project site is located approximately 11.9 miles from Santa Monica Airport, 14.1 miles from Burbank Airport, 17.7 miles from Van Nuys Airport, and 21 miles from LAX Airport. While the proposed project will have a maximum height of 82-feet, the project site is not located within an Airport Hazard site. Therefore, no impact would result.	
f.	NO IMPACT	The project site is not located within two miles of a private airstrip. Therefore, no impacts would occur.	
g.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. However, due to the proposed height of 82-feet, there may be limitations in the emergency equipment that is utilized by the Los Angeles Fire Department. In addition to being required to receive approval from LAFD, mitigation measures have been incorporated to further reduce the impacts to a less than significant level.	VIII-80
h.	NO IMPACT	A significant impact would occur if the proposed project exposed people and structures to high risk of wildfire. The project site is located in a highly urbanized area of the City. The area surrounding the project site is completely developed. Accordingly, the project site and the surrounding area are not subject to wildland fires. Therefore, the proposed project would not expose people or structures to a risk of loss, injury, or death involving wildland fires, and no impact would occur.	

IX. HYDROLOGY AND WATER QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems, or does not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB). The proposed project is the construction of a new six story hotel with two levels of subterranean parking and	
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Impact?	Explanation	Mitigation Measures
	<p>2,800 square feet of ground floor commercial. The proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the project site are minimized for downstream receiving waters. Therefore, the proposed project would result in less-than-significant impacts.</p>	
b.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>A significant impact would occur if the proposed project would substantially deplete groundwater or interferes with groundwater recharge. A methane study prepared for the project site found that there was groundwater located above the level in which grading for the site will occur. The project would be required to comply with Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. The proposed project would not require the use of groundwater at the project site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. Therefore, the project would not require direct additions or withdrawals of groundwater. Therefore, impacts will be less than significant.</p>	
c.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation would result. There are no streams or rivers located in the project vicinity. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. Therefore, the proposed project would result in less than</p>	

Impact?	Explanation	Mitigation Measures
	significant impact related to the alteration of drainage patterns and on- or off-site erosion or siltation.	
d. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river such that flooding would result. As discussed above, there are no streams or rivers located in the project vicinity. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Since the project site is almost entirely impervious, impermeable surfaces resulting from the development of the project would not substantially change the volume of storm water runoff in a manner that would result in flooding on- or off-site. Accordingly, significant alterations to existing drainage patterns within the site and surrounding area would not occur. Therefore, the proposed project would result in less than significant impacts related to the alteration of drainage patterns and on- or off-site flooding.</p>	
e. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the project site, or if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, water runoff after development would not exceed the capacity of existing or planned drainage systems. Therefore, the proposed project would result in less than significant impacts related to existing storm drain capacities or water quality.</p>	
f. NO IMPACT	<p>A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. The proposed project does not include potential sources of contaminants, which could potentially degrade water quality and would comply with all federal, state and local regulations governing storm water discharge. Therefore, no impact would occur.</p>	

Impact?	Explanation	Mitigation Measures
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g.	NO IMPACT	A significant impact would occur if the proposed project would be located within a 100-year floodplain or would impede or redirect flood flows. The project site is not located within a 100-year plain. Therefore, the proposed project would not be located in such areas, and no impact related to flood zones would occur.	
h.	NO IMPACT	A significant impact would occur if the proposed project would be located within a 100-year floodplain or would impede or redirect flood flows. The project site is not located within a 100-year plain. Therefore, the proposed project would not be located in such areas, and no impact related to flood zones would occur.	
i.	NO IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to flooding as a result of the failure of a levee or dam. The project site and the surrounding areas are not located within a flood hazard area. Accordingly, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding. Therefore, the proposed project would have no impact related to flooding.	
j.	NO IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to inundation by seiche, tsunami, or mudflow. The project site and the surrounding areas are not located near a water body to be inundated by seiche and is not located within a tsunami inundated zone. Therefore, the project would have no impact related to inundation by seiche, tsunami, or mudflow.	

X. LAND USE AND PLANNING

a.	LESS THAN SIGNIFICANT IMPACT	The project site is located along a commercially developed corridor within the Wilshire Community Plan. The development along the corridor ranges from one story general commercial uses to a six story hotel building. The properties located to the rear of the site are zoned for multi-family uses that would permit a floor area ratio of up to three times the buildable area. As proposed, the project would be consistent with the existing development in the area, as well as future potential development in the area. Impacts will be less than significant.	
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Impact?	Explanation	Mitigation Measures
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b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The project site is located within the Wilshire Community Plan with a land use designation of High Medium Residential and Neighborhood Office Commercial and is zoned R3-1 and C2-1. The project proposes a General Plan Amendment to amend the land use designation to Regional Commercial and a zone change to R5-1 and incidental conditional uses to allow for the use of a hotel with increase floor area and reduced yards, the commercial component, and the sale of alcoholic beverages. In addition, there is a request to remove a 15-foot building line and site plan review. The requested land use designation amendment and zone change would allow for the site to be developed as a hotel use with a proposed restaurant on the ground floor. The proposed use is consistent with uses permitted in the corresponding residential and commercial zones of the existing land use designation, as well as existing uses in the area. The Los Angeles Municipal Code requires a Conditional Use to allow for the establishment of a hotel within 500-feet of an A or R zone, for the establishment of commercial uses within the R5 Zone, as well as the sale of alcoholic beverages. With the approval of the aforementioned entitlements in addition to the removal of a building line and site plan review, the project will be in compliance with the Zoning Code and impacts of the project will be less than significant.</p>	
c.	NO IMPACT	<p>A significant impact would occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan. The project site is not subject to any habitat conservation plan or natural community conservation plan. Therefore, no impact would occur.</p>	

XI. MINERAL RESOURCES

Impact?	Explanation	Mitigation Measures
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a.	NO IMPACT	A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits. The project site is currently designated for High Medium Residential and Neighborhood Office Commercial uses and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.	
b.	NO IMPACT	A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits. The project site is currently designated for High Medium Residential and Neighborhood Office Commercial uses and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.	

XII. NOISE

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. In addition to mitigation measures imposed herein, the project shall comply with the City	XII-20
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Impact?	Explanation	Mitigation Measures
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		of Los Angeles Noise Ordinance No. 144,331 and 161,574, which prohibit the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Construction activities can generate varying degrees of vibration, depending on the construction procedures and the type of construction equipment used. High levels of vibration may cause physical personal injury or damage to buildings. However, vibrations rarely affect human health. The operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Unless heavy construction activities are conducted extremely close (within a few feet) to the neighboring structures, vibrations from construction activities rarely reach the levels that damage structures. However, with mitigation, the proposed project would result in a less-than-significant impact related to construction vibration.	See XII-20
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	A significant impact would occur if the project caused a substantial permanent increase in noise levels above existing ambient levels. New stationary sources of noise, such as rooftop mechanical HVAC equipment, would be installed on the proposed development. The design of the equipment will be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five dBA. The site is located adjacent to residential uses. and there are two levels of subterranean parking being proposed with the ramp being located adjacent to residential uses. Mitigation measures have been incorporated to reduce impacts to a less than significant level.	XII-30, XII-40, XII-50
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. Construction activity would result in	See XII-20

Impact?	Explanation	Mitigation Measures
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		temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. In addition to mitigation measures imposed herein, the project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, which prohibit the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible.	
e.	NO IMPACT	The project site is located approximately 11.9 miles from Santa Monica Airport, 14.1 miles from Burbank Airport, 17.7 miles from Van Nuys Airport, and 21 miles from LAX Airport. Therefore, no impact would result.	
f.	NO IMPACT	The project site is not located within two miles of a private airstrip. Therefore, no impacts would occur.	

XIII. POPULATION AND HOUSING

a.	LESS THAN SIGNIFICANT IMPACT	The project proposes to construct a hotel with 171 guest rooms. The use of the hotel would provide temporary residences for those visiting the area. While the project has the potential to increase employment in the area, it is not anticipated to directly or indirectly induce population growth in the area. Impacts will be less than significant.	
b.	NO IMPACT	The project site is developed with various commercial retail and office uses. As such, the demolition of the existing structures will not displace existing housing on the site and will not necessitate the construction of replacement housing elsewhere. No impacts will result.	
c.	NO IMPACT	The project site is developed with various commercial retail and office uses, as such the proposed project will not displace existing housing and will not cause the displacement of a number of people. No impacts will occur.	

XIV. PUBLIC SERVICES

Impact?	Explanation	Mitigation Measures
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the proposed project, necessitating a new or physically altered station. The project site is serviced by Fire Station 29, located at 4029 West Wilshire Boulevard (approximately 1.2 miles to the southwest of the project site). The proposed project will construct a new hotel with 171 guest rooms and 2,800 square feet of ground floor commercial, which could increase the number of emergency calls and demand for LAFD fire and emergency services. While the proposed project is not expected to create capacity or service level problems, mitigation measures have been incorporated to ensure that the project complies with Fire Department recommendations for fire safety. Incorporation of the mitigation measure will reduce the project impacts to a less than significant level.</p> <p>XIV-10</p>
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station. The proposed project will construct a new hotel with 171 guest rooms and 2,800 square feet of ground floor commercial could increase demand for police service. The project site and the surrounding area are currently served by LAPD's Olympic Community Police Station, located at 1130 South Vermont Avenue (approximately 2.0 miles southeast of the project site). Mitigation measures have been incorporated to reduce impacts during the construction phase of the project to a less than significant level.</p> <p>XIV-20, XIV-30</p>
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The proposed project will construct a new hotel with 171 guest rooms and 2,800 square feet of ground floor commercial. As the hotel would serve as a temporary residence for those visiting the area, it is not</p> <p>XIV-40</p>

Impact?	Explanation	Mitigation Measures
	<p>anticipated that the project would increase enrollment in the surrounding schools. However, development of the proposed project would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new residential and commercial space. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Impacts on school facilities would be less than significant. The project site is located 0.14 miles south of Cahuenga Elementary School, located at 220 South Hobart Boulevard from and approximately 0.39 miles north of Camino Nuevo Charter Academy, located at 605 South Harvard Boulevard. As part of the construction, the project proposes to export approximately 19,000 cubic yards of the dirt. Mitigation measures have been incorporated to reduce impacts on the nearby schools to a less than significant level.</p>	
d. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The project will construct a new hotel with 171-guest rooms and 2,800 square feet of ground floor commercial space. While the proposed use will serve as a temporary residence for those visiting the area, guests of the hotel have the potential to increase the demand for parks and recreation facilities. In addition, payment of required impact fees by the proposed development within the City of Los Angeles per LAMC Sections 12.33 could offset some of the increased demand by helping fund new facilities, as well as the expansion of existing facilities. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities. Accordingly, the proposed project would result in a less than significant impact on park facilities.</p>	

Impact?	Explanation	Mitigation Measures
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e.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The proposed project will construct a new hotel with 171 guest room and 2,800 square feet of ground floor commercial. While the project has the potential to increase employment in the area, it is not expected to directly increase in population. As a result of the proposed project, there may be an increase demand for other public services; however, it would not create substantial capacity or service level problems that would require the provision of new or physically altered other public facilities in order to maintain an acceptable level of service for other public services. Therefore, the proposed project would result in a less than significant impact on other public services.</p>	
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XV. RECREATION

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The project will construct a new hotel with 171-guest rooms and 2,800 square feet of ground floor commercial space. While the proposed use will serve as a temporary residence for those visiting the area, guests of the hotel have the potential to increase the demand for parks and recreation facilities. In addition, payment of required impact fees by the proposed development within the City of Los Angeles per LAMC Sections 12.33 could offset some of the increased demand by helping fund new facilities, as well as the expansion of existing facilities. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities. Accordingly, the proposed project would result in a less than significant impact on park facilities.</p>	
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Impact?	Explanation	Mitigation Measures
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b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The project will construct a new hotel with 171-guest rooms and 2,800 square feet of ground floor commercial space. As part of the proposed project, the hotel will have a pool and fitness facility located on the premise for guests to utilize. The proposed construction of the pool and fitness facility will be required to comply with existing building regulations, as would the proposed project. The proposed project would not require the construction or expansion of existing recreational facilities. The construction of recreational facilities within the grounds of the hotel is not anticipated to have an adverse physical effect on the environment. Impacts will be less than significant.	
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XVI. TRANSPORTATION/TRAFFIC

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would generate and/or cause a diversion or shift of 500 or more daily trips or 43 or more p.m. peak hour vehicular trips on the street system. A traffic study was prepared by Overland Traffic Consultants, Inc which analyzed a proposed hotel with 174 guest rooms and 2,780 square feet of retail. In a communication dated December 3, 2014, the Department of Transportation (DOT) has reviewed the proposed project and determined that the project would generate a net increase of approximately 1,185 daily trips, 80 trips during the a.m. peak hour and 86 trips during the p.m. peak hour. In a communication dated August 24, 2015, the DOT determined that the use of the space as a restaurant would add 10 trips to the p.m. peak hour and that the conclusions from the original communication would not change. The proposed project would be subject to conditions as recommended in the DOT Memo dated December 3, 2014. Impacts will be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would add 50 or more a.m. or p.m. peak hour trips to a freeway on- or off-ramp, or add 150 or more one-way vehicle trips to a Congestion Management Program (CMP) mainline freeway monitoring segment during either	

Impact?	Explanation	Mitigation Measures
	<p>the a.m. or p.m. peak hours. The project site is not located within the vicinity of a freeway on- or off-ramp; however, the traffic study prepared by Overland Traffic Consultants analyzed the Vermont ramps for the Hollywood Freeway. It was determined that the project would result in less than 50 net new peak hour trips. In a memo dated December 3, 2014, the Department of Transportation determined that the traffic study prepared was adequate and that there were no significant impacts. In a communication dated August 24, 2015, DOT determined that the use of the space as a restaurant would add 10 trips to the p.m. peak hour and that the conclusions from the original communication would not change. Therefore, impacts will be less than significant.</p>	
c. NO IMPACT	<p>The project site is located approximately 11.9 miles from Santa Monica Airport, 14.1 miles from Burbank Airport, 17.7 miles from Van Nuys Airport, and 21 miles from LAX Airport. While the proposed project will have a maximum height of 82-feet, the project site is not located within an Airport Hazard site. Therefore, no impact would result.</p>	
d. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>The proposed project does not involve any design features that are unusual for the area or uses that are incompatible for the area. In a memo dated December 3, 2014, DOT did an initial review of the layout and found that it was acceptable; however, further review would be required at the time of permitting. Mitigation measures have been incorporated to reduce the impacts to a less than significant level.</p>	XVI-40
e. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>A significant impact would occur if the project impaired implementation of or physically interfered with an adopted emergency response plan or emergency evacuation plan. Mitigation measures have been incorporated to require an emergency evacuation plan be developed and approved by the Fire Department. Mitigation measures have also been incorporated to require review by BOE and LADOT. Impacts will be less than significant.</p>	XVI-50 See VIII-80 and XIV-10

Impact?	Explanation	Mitigation Measures
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f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>A significant impact would occur if the project would conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities or otherwise decrease the performance or safety of facilities supporting alternative transportation. The proposed project will comply with existing regulation as it relates to providing bicycle facilities. The project does not propose to have any outdoor dining within the public rights-of-way; however, there is the potential that pedestrian safety may be impacted during the construction phase of the project. Mitigation measures have been incorporated to reduce the impacts on the safety of pedestrians during the demolition, grading, and construction phase of the project. Impacts will be less than significant.</p>	XVI-80
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XVII. UTILITIES AND SERVICE SYSTEMS

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board. A significant impact would also occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The proposed project is the construction of a hotel with 171 guest rooms and a 2,800 square foot commercial space proposed as a restaurant, the wastewater generated from the site would be typical of mixed use projects and would enter into and be treated at the Hyperion Treatment Plant (HTP). As the HTP is in compliance with the State's wastewater treatment requirements, the project would not exceed the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQC). The wastewater generation of the proposed project would account for a small percentage of average daily wastewater flow. This increase in wastewater flow would not jeopardize the HTP to operate within its established wastewater treatment requirements. Furthermore, all wastewater from the project would be treated according to requirements of the NPDES permit</p>	
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Impact?	Explanation	Mitigation Measures
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		authorized by the LARWQCB. Therefore, the proposed project would result in a less than significant impact related to wastewater treatment requirements.	
b.	LESS THAN SIGNIFICANT IMPACT	LADWP conducts water planning based on forecast population growth. The construction, use, and maintenance of a hotel with 171 guest rooms and 2,800 square feet of commercial area proposed as a restaurant is not anticipated to directly induce population growth in the area. It is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less than significant impact related to water or wastewater infrastructure.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. Development of the proposed project would maintain existing drainage patterns; site-generated surface water runoff would continue to flow to the City's storm drain system. Since the project site is almost entirely impervious, impermeable surfaces resulting from the development of the project would not significantly change the volume of storm water runoff. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, the proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or	

Impact?	Explanation	Mitigation Measures
	provide substantial additional sources of polluted runoff. Therefore, the proposed project would result in a less-than-significant impact related to existing storm drain capacities.	
d. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project is the construction, use, and maintenance of a hotel with 171 guest rooms and 2,800 square feet of commercial area proposed as a restaurant. It is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. It is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. However, with the mitigation measures incorporated to further reduce the impacts of commercial utilities on water supplies, impacts will be less than significant.	XVII-60
e. LESS THAN SIGNIFICANT IMPACT	The proposed project is the construction, use, and maintenance of a hotel with 171 guest rooms and 2,800 square feet of commercial area proposed as a restaurant. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less than significant impact related to water or wastewater infrastructure.	
f. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project's residential and restaurant components is anticipated to be collected by the BOS	

Impact?	Explanation	Mitigation Measures
	<p>and private waste haulers, respectively. Solid waste collected from the proposed project is anticipated to be hauled to Sunshine Canyon Landfill. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the Sunshine Canyon Landfill. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less-than-significant impact related to solid waste.</p>	
g.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project's residential and retail components is anticipated to be collected by the BOS and private waste haulers, respectively. Solid waste collected from the proposed project is anticipated to be hauled to Sunshine Canyon Landfill. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the Sunshine Canyon Landfill. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less-than-significant impact related to solid waste.</p>	
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE		
a.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>Based on the analysis in this Initial Study, the proposed project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. However, during project construction, the proposed project may encounter unknown cultural resources, including</p>	

Impact?	Explanation	Mitigation Measures
	archaeological and paleontological resources. Compliance with existing regulations would reduce impacts to less than significant levels.	
b. LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. All potential impacts of the proposed project would be reduced to less than significant levels with implementation of the mitigation measures provided in the previous sections. None of these potential impacts are considered cumulatively considerable, and implementation of the mitigation measures identified will ensure that no cumulative impacts will occur as a result of the proposed project.	
c. LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less-than-significant levels. Upon implementation of mitigation measures identified, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.	