City of Los Angeles
Department of City Planning
City Hall • 200 N. Spring Street, Room 621 • Los Angeles, CA 90012

INITIAL STUDY
MITIGATED NEGATIVE DECLARATION
Hollywood Community Plan Area

Schrader Hotel Project
ENV-2016-3751-MND
CPC-2016-3750-VZC-HD-MCUP-ZAA-SPR, VTT-74521

Project Location: 1600-1616 ½ N. Schrader Boulevard and 6533 W. Selma Avenue, Los Angeles, CA 90028
Council District: 13

Project Description: The Proposed Project includes the demolition of a surface parking lot for the construction, use, and maintenance of a mixed-use hotel that would contain 198 guestrooms and 5,557 square feet of restaurant, coffee bar and rooftop/lounge space. The Proposed Project may include, but is not limited to, a restaurant, coffee bar, informal Wi-Fi lounge, third floor outdoor terrace, rooftop bar/lounge, a pool bar, and a pool terrace. The Proposed Project would also involve the exterior rehabilitation of an existing two-story, 12-unit apartment building, and demolition and replacement of the existing detached garage building into a one-story, 22 feet, two-inch tall hotel accessory building for mechanical equipment, which would include an electrical room and transformer. The Proposed Project includes a total of 83,605 square feet and a floor area ratio (FAR) of 3.14:1. The Proposed Project's hotel building would include an 11-story building with a maximum height of 126 feet above grade. A minimum of approximately 100 parking spaces would be provided in three levels of subterranean parking. Vehicular access for the Proposed Project would be provided via one ingress/egress driveway on Selma Avenue and a loading space off of Schrader Boulevard between the apartment building and proposed hotel building.

The discretionary requests include the following: (1) Vesting Tract Map to permit the airspace subdivision of the property; (2) Vesting Zone Change and Height District Change from C4-2D to [Q]C2-2D; (3) Master Conditional Use Permit for the sale and dispensing of a full-line of alcoholic beverages for on-site consumption in conjunction with the proposed ground floor restaurant and bar/lounge, a ground floor outdoor dining area, a second-floor outdoor terrace, a rooftop restaurant and bar/lounge, an outdoor rooftop patio area and hotel room controlled-access liquor cabinets; (4) Site Plan Review; and (5) Zoning Administrator's Adjustment for reduced side and rear yards. The Applicant would also request approvals and permits from the Department of Building and Safety (and other municipal agencies) for project construction activities which may including, but are not limited to, the following: excavation, shoring, grading, foundation, haul route, and building and tenant improvements for the Project Site.

APPLICANT:	**PREPARED BY:**	**ON BEHALF OF:**
1600 Hudson, LLC	Parker Environmental Consultants	The City of Los Angeles Department of City Planning

April 2018

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APPENDIX B: TREE LETTER

David Evans and Associates, Inc., Tree Letter, 1600 Hudson Street, Los Angeles, May 12, 2017.

APPENDIX C: GEOTECHNICAL REPORT

Geotechnologies, Inc., Geotechnical Engineering Investigation, Proposed Hotel, 1600 Hudson Avenue and 1614 Schrader Boulevard, Hollywood, California, October 25, 2016, revised January 31, 2017.

APPENDIX D: GREENHOUSE GAS EMISSIONS CALCULATIONS WORKSHEETS

APPENDIX E: ENVIRONMENTAL SITE ASSESSMENT

E.1: Alpha Environmental, Phase I Environmental Site Assessment of 1600 North Hudson Avenue, Los Angeles, California, June 30, 2016.

E.2: Alpha Environmental, Limited Phase II Environmental Site Assessment of 1300 North Hudson Avenue, Los Angeles California, December 28, 2016.

APPENDIX F: NOISE MONITORING DATA AND CALCULATON WORKSHEETS

APPENDIX G: TRANSPORTATION STUDY

City of Los Angeles Department of Transportation Inter-Departmental Correspondence to the Department of City Planning, RE: Traffic Impact Assessment For The Proposed Hotel Project To Be Located At 1600-1608 North Schrader Boulevard, DOT Case # CEN17-45646, June 21, 2017.

Gibson Transportation Consulting, Inc., Transportation Impact Study for the Schrader Hotel, Hollywood, California, June 2017.

APPENDIX H: HISTORIC RESOURCES ASSESSMENT

Historic Resources Group, Historic Resources Impacts Assessment, 1600 Schrader Avenue, Hollywood, April 2018.

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:** 13 - Mitch O'Farrell
PROJECT TITLE: Schrader Hotel Project	**ENVIRONMENTAL CASE:** ENV-2016-3751-MND	**CASE NOS.:** CPC-2016-3750-VZC-HD-MCUP-ZAA-SPR; VTT-74521

PROJECT LOCATION: 1600-1616 ½ N. Schrader Blvd and 6533 Selma Ave, Los Angeles, CA 90028

PROJECT DESCRIPTION: The Proposed Project includes the demolition of a surface parking lot for the construction, use, and maintenance of a mixed-use hotel that would contain 198 guestrooms and 5,557 square feet of restaurant, coffee bar and rooftop/lounge space. The Proposed Project may include, but is not limited to, a restaurant, coffee bar, informal Wi-Fi lounge, third floor outdoor terrace, rooftop bar/lounge, a pool bar, and a pool terrace. The Proposed Project would also involve the exterior rehabilitation of an existing two-story 12-unit apartment building, and demolition and replacement of the existing detached garage building into a one-story, 22 feet, two-inch tall hotel accessory building for mechanical equipment, which would include an electrical room and transformer. The Proposed Project includes a total of 83,605 square feet, inclusive of the existing 8,156 square-foot apartment building and a floor area ratio (FAR) of 3.14 to 1. The Proposed Project's hotel building would include an 11-story building with a maximum height of 126 feet above grade. A minimum of approximately 100 parking spaces would be provided in three levels of subterranean parking. Vehicular access for the Proposed Project would be provided via one ingress/egress driveway on Selma Avenue and a loading space off of Schrader Boulevard between the apartment building and proposed hotel building.

The Applicant is requesting the following discretionary approvals: (1) Vesting Tract Map to permit the airspace subdivision of the property into six (6) lots containing one master lot and five (5) airspace lots containing three subterranean parking levels, the ground floor, a ground floor restaurant space, 10 hotel floors, and a rooftop; (2) Vesting Zone Change and Height District Change from C4-2D to [Q]C2-2D to permit the new construction of a 198-guestroom hotel, and the demolition, and replacement of the existing detached garage building into a one-story, 22 feet, two-inch tall hotel accessory building for mechanical equipment, which would include an electrical room and transformer, resulting in 83,605 square feet of floor area and a Floor Area Ratio of 3.14:1; (3) Master Conditional Use Permit for the sale and dispensing of a full-line of alcoholic beverages for on-site consumption in conjunction with the proposed ground floor restaurant and bar/lounge, a ground floor outdoor dining area, a second-floor outdoor terrace, a rooftop restaurant and bar/lounge, an outdoor rooftop patio area and hotel room controlled-access liquor cabinets; (4) Site Plan Review, and (5) Zoning Administrator's Adjustment, to allow: (a) a non-conforming 7-foot rear yard of an existing building to remain in place on the subject property, in lieu of a 15-foot rear yard, as required for a two-story residential building; and (b) a non-conforming 1-foot side yard of an existing building to remain in place on the subject property, in lieu of a 5-foot side yard, as otherwise required for a two-story residential building. The Applicant would also request approvals and permits from the Department of Building and Safety (and other municipal agencies) for project construction activities which may including, but are not limited to, the following: excavation, shoring, grading, foundation, haul route, and building and tenant improvements for the Project Site. Other approvals (as needed), ministerial or otherwise, may be necessary, as the City finds appropriate in order to execute and implement the Proposed Project. Other responsible governmental agencies may also serve as a responsible agency for certain discretionary approvals associated with the construction process, which include, but are not limited to the South Coast Air Quality Management District (construction-related air quality emissions) and the Regional Water Quality Control Board, Los Angeles Region (construction-related water quality).

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
1600 Hudson, LLC
2870 Los Feliz Place, 2nd Floor
Los Angeles, CA 90039

FINDING: The Department of City Planning of the City of Los Angeles has proposed that a Mitigated Negative Declaration be adopted for this Project. The mitigation measures outlined on the attached pages will reduce any potentially significant adverse effects to a level of insignificance.

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED

Any written comment 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 FORM	**TITLE**	**TELEPHONE NUMBER**
Mindy Nguyen	City Planner	(213) 978-1241
ADDRESS	**SIGNATURE (Official)**	**DATE**
200 North Spring Street, Rm 621 Los Angeles, CA 90012		6/7/2018

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 13	**DATE:** April 2018

RESPONSIBLE AGENCIES: Department of City Planning

ENVIRONMENTAL CASE: ENV-2016-3751-MND	**RELATED CASES:** CPC-2016-3750-VZC-HD-MCUP-ZAA-SPR; VTT-74521
PREVIOUS ACTIONS CASE NO. N/A	☐ DOES have significant changes from previous actions. ☒ DOES NOT have significant changes from previous actions.

PROJECT DESCRIPTION: The Proposed Project includes the demolition of a surface parking lot for the construction, use, and maintenance of a mixed-use hotel that would contain 198 guestrooms and 5,557 square feet of restaurant, coffee bar and rooftop/lounge space. The Proposed Project may include, but is not limited to, a restaurant, coffee bar, informal Wi-Fi lounge, third floor outdoor terrace, rooftop bar/lounge, a pool bar, and a pool terrace. The Proposed Project would also involve the exterior rehabilitation of an existing two-story 12-unit apartment building, and demolition and replacement of the existing detached garage building into a one-story, 22 feet, two-inch tall hotel accessory building for mechanical equipment, which would include an electrical room and transformer. The Proposed Project includes a total of 83,605 square feet and a floor area ratio (FAR) of 3.14 to 1. The Proposed Project's hotel building would include an 11-story building with a maximum height of 126 feet above grade. A minimum of approximately 100 parking spaces would be provided in three levels of subterranean parking. Vehicular access for the Proposed Project would be provided via one ingress/egress driveway on Selma Avenue and a loading space off of Schrader Boulevard between the apartment building and proposed hotel building.

The Applicant is requesting the following discretionary approvals: (1) Vesting Tract Map to permit the airspace subdivision of the property into six (6) lots containing one master lot and five (5) airspace lots containing three subterranean parking levels, the ground floor, a ground floor restaurant space, 10 hotel floors, and a rooftop; (2) Vesting Zone Change and Height District Change from C4-2D to [Q]C2-2D to permit the new construction of a 198-guestroom hotel, and the demolition, and replacement of the existing detached garage building into a one-story, 22 feet, two-inch tall hotel accessory building for mechanical equipment, which would include an electrical room and transformer, resulting in 83,605 square feet of floor area and a Floor Area Ratio of 3.14:1; (3) Master Conditional Use Permit for the sale and dispensing of a full-line of alcoholic beverages for on-site consumption in conjunction with the proposed ground floor restaurant and bar/lounge, a ground floor outdoor dining area, a second-floor outdoor terrace, a rooftop restaurant and bar/lounge, an outdoor rooftop patio area and hotel room controlled-access liquor cabinets; (4) Site Plan Review, and (5) Zoning Administrator's Adjustment, to allow: (a) a non-conforming 7-foot rear yard of an existing building to remain in place on the subject property, in lieu of a 15-foot rear yard, as required for a two-story residential building; and (b) a non-conforming 1-foot side yard of an existing building to remain in place on the subject property, in lieu of a 5-foot side yard, as otherwise required for a two-story residential building. The Applicant would also request approvals and permits from the Department of Building and Safety (and other municipal agencies) for project construction activities which may including, but are not limited to, the following: excavation, shoring, grading, foundation, haul route, and building and tenant improvements for the Project Site. Other approvals (as needed), ministerial or otherwise, may be necessary, as the City finds appropriate in order to execute and implement the Proposed Project. Other responsible governmental agencies may also serve as a responsible agency for certain discretionary approvals associated with the construction process, which include, but are not limited to the South Coast Air Quality Management District (construction-related air quality emissions) and the Regional Water Quality Control Board, Los Angeles Region (construction-related water quality).

ENVIRONMENTAL SETTING: The Project Site includes 27,176 square feet of lot area (0.62 acres). The Project Site is currently developed with an apartment with a detached garage building and a paved surface parking lot. The surrounding properties are developed with commercial uses, multi-family residential buildings, public facilities uses, and a public park. Further details are provided in the expanded IS/MND analysis (attached).

PROJECT LOCATION: 1600-1616 ½ N. Schrader Blvd and 6533 Selma Ave, Los Angeles, CA 90028

COMMUNITY PLAN AREA: Hollywood **STATUS:** ☐ Preliminary ☒ Does Conform to Plan ☐ Proposed ☐ Does NOT Conform to Plan ☒Adopted (1988)	**AREA PLANNING COMMISSION:** Central	**CERTIFIED NEIGHBORHOOD COUNCIL:** Central Hollywood

EXISTING ZONING: C4-2D	**MAX DENSITY ZONING:** 2:1 FAR	**LA River Adjacent:** No
GENERAL PLAN LAND USE: Regional Center Commercial	**MAX. DENSITY PLAN:** 6:1 FAR	**PROPOSED PROJECT DENSITY:** 3.14:1 FAR

Determination (To be completed by Lead Agency)

On the basis of this initial evaluation:

q 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.

q I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

q 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.

q 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	Title	Phone
	Senior City Planner	(213) 978-1167

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 that 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 Analysis,” as described in (5) below, may be cross referenced).
5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 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 whichever format is selected.
9. The explanation of each issue should identify:
    a. The significance criteria or threshold, if any, used to evaluate each question; and
    b. The mitigation measure identified, if any, to reduce the impact to less than significant.

Environmental Factors Potentially Affected:

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

☐ **AESTHETICS**	☐ **GREENHOUSE GAS EMISSIONS**	☐ **POPULATION AND HOUSING**
☐ **AGRICULTURE AND FOREST RESOURCES**	☒ **HAZARDS AND HAZARDOUS MATERIALS**	☒ **PUBLIC SERVICES**
☒ **AIR QUALITY**	☐ **HYDROLOGY AND WATER QUALITY**	☐ **RECREATION**
☐ **BIOLOGICAL RESOURCES**	☐ **LAND USE AND PLANNING**	☒ **TRANSPORTATION AND TRAFFIC**
☒ **CULTURAL RESOURCES**	☐ **MINERAL RESOURCES**	☐ **TRIBAL CULTURAL RESOURCES**
☐ **GEOLOGY AND SOILS**	☒ **NOISE**	☐ **UTILITIES**
		☒ **MANDATORY FINDINGS OF SIGNIFICANCE**

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

PROPONENT NAME: 1600 Hudson, LLC **PHONE NUMBER:** (323) 966-4989

APPLICANTS ADDRESSES:

1600 Hudson, LLC
2870 Los Feliz Place, 2nd Floor
Los Angeles, CA 90039

AGENCY REQUIRING CHECKLIST: City of Los Angeles Department of City Planning **DATE SUBMITTED:** March 2018

PROPOSAL NAME (If Applicable): Schrader Hotel Project

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
PLEASE NOTE THAT EACH AND EVERY RESPONSE IN THE CITY OF LOS ANGELES INITIAL STUDY AND CHECKLIST IS SUMMARIZED FROM AND BASED UPON THE ENVIRONMENTAL ANALYSIS CONTAINED IN ATTACHEMENT B, EXPLANATION OF CHECKLIST DETERMINATIONS. PLEASE REFER TO THE APPLICABLE RESPONSE IN ATTACHMENT B FOR A DETAILED DISCUSSION OF CHECKLIST DETERMINATIONS.					
I.	**AESTHETICS**				
a.	WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?	☐	☐	☒	☐
b.	WOULD THE PROJECT SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED SCENIC HIGHWAY?	☐	☐	☒	☐
c.	WOULD THE PROJECT SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?	☐	☐	☒	☐
d.	WOULD THE PROJECT 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.	WOULD THE PROJECT CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?	☐	☐	☐	☒
b.	WOULD THE PROJECT CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?	☐	☐	☐	☒
c.	WOULD THE PROJECT CONFLICT WITH EXISTING ZONING FOR, OR CAUSE REZONING OF, FOREST LAND (AS DEFINED IN PUBLIC RESOURCES CODE SECTION 1220(G)), TIMBERLAND (AS DEFINED BY PUBLIC RESOURCES CODE SECTION 4526), OR TIMBERLAND ZONED TIMBERLAND PRODUCTION (AS DEFINED BY	☐	☐	☐	☒

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	GOVERNMENT CODE SECTION 51104(G))?				
d.	WOULD THE PROJECT RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE?	☐	☐	☐	☒
e.	WOULD THE PROJECT 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.	WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD AIR QUALITY MANAGEMENT PLAN OR CONGESTION MANAGEMENT PLAN?	☐	☐	☒	☐
b.	WOULD THE PROJECT VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?	☐	☐	☒	☐
c.	WOULD THE PROJECT RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?	☐	☐	☒	☐
d.	WOULD THE PROJECT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?	☐	☐	☒	☐
e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?	☐	☒	☐	☐
IV.	**BIOLOGICAL RESOURCES**				
a.	WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S.	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	FISH AND WILDLIFE SERVICE ?				
b.	WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE?	☐	☐	☐	☒
c.	WOULD THE PROJECT 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.	WOULD THE PROJECT 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.	WOULD THE PROJECT CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS TREE PRESERVATION POLICY OR ORDINANCE (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?	☐	☐	☒	☐
f.	WOULD THE PROJECT CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?	☐	☐	☐	☒
V.	**CULTURAL RESOURCES**				
a.	WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA SECTION 15064.5?	☐	☒	☐	☐
b.	WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	RESOURCE PURSUANT TO STATE CEQA SECTION 15064.5?				
c.	WOULD THE PROJECT DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?	☐	☐	☒	☐
d.	WOULD THE PROJECT DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?	☐	☐	☒	☐
e.	WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A SITE, FEATURE, PLACE, CULTURAL LANDSCAPE, SACRED PLACE, OR OBJECT WITH CULTURAL VALUES TO A CALIFORNIA NATIVE AMERICAN TRIBE THAT IS LISTED OR DETERMINED ELIGIBLE FOR LISTING ON THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES, LISTED ON A LOCAL HISTORICAL REGISTER, OR OTHERWISE DETERMINED BY THE LEAD AGENCY TO BE A TRIBAL CULTURAL RESOURCE?	☐	☐	☒	☐
VI.	**GEOLOGY AND SOILS**				
a.	WOULD THE PROJECT EXACERBATE HAZARDOUS ENVIRONMENTAL CONDITIONS BY BRINGING 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.	WOULD THE PROJECT EXACERBATE HAZARDOUS ENVIRONMENTAL CONDITIONS BY BRINGING PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING STRONG SEISMIC GROUND SHAKING?	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c.	WOULD THE PROJECT EXACERBATE HAZARDOUS ENVIRONMENTAL CONDITIONS BY BRINGING PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?	☐	☐	☒	☐
d.	WOULD THE PROJECT EXACERBATE HAZARDOUS ENVIRONMENTAL CONDITIONS BY BRINGING PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING LANDSLIDES?	☐	☐	☒	☐
e.	WOULD THE PROJECT RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?	☐	☐	☒	☐
f.	WOULD THE PROJECT BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIAL RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE CAUSED IN WHOLE OR IN PART BY THE PROJECT'S EXACERBATION OF THE EXISTING ENVIRONMENTAL CONDITIONS?	☐	☐	☒	☐
g.	WOULD THE PROJECT 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 CAUSED IN WHOLE OR IN PART BY THE PROJECT EXACERBATING THE EXPANSIVE SOIL CONDITIONS?	☐	☐	☒	☐
h.	WOULD THE PROJECT 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.	**GREENHOUSE GAS EMISSIONS**				
a.	WOULD THE PROJECT GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?				
b.	WOULD THE PROJECT CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES?	☐	☐	☒	☐
III.	**HAZARDS AND HAZARDOUS MATERIALS**				
a.	WOULD THE PROJECT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS	☐	☐	☒	☐
b.	WOULD THE PROJECT 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.	WOULD THE PROJECT EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?	☐	☒	☐	☐
d.	WOULD THE PROJECT 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 EXACERBATE CURRENT ENVIRONMENTAL CONDITIONS SO AS TO 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 EXACERBATE CURRENT ENVIRONMENTAL CONDITIONS SO AS TO RESULT IN A	☐	☐	☐	☒

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	SAFETY HAZARD FOR THE PEOPLE RESIDING OR WORKING IN THE AREA?				
g.	WOULD THE PROJECT IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?	☐	☐	☒	☐
h.	WOULD THE PROJECT EXACERBATE EXISTING HAZARDOUS ENVIRONMENTAL CONDITIONS BY BRINGING 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.	WOULD THE PROJECT VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?	☐	☐	☒	☐
b.	WOULD THE PROJECT SUBSTANTIALLY DEPLETE GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED)?	☐	☐	☒	☐
c.	WOULD THE PROJECT 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.	WOULD THE PROJECT 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 AN	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF SITE?				
e.	WOULD THE PROJECT 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.	WOULD THE PROJECT OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?	☐	☐	☒	☐
g.	WOULD THE PROJECT PLACE HOUSING WITHIN A 100-YEAR FLOOD PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?	☐	☐	☐	☒
h.	WOULD THE PROJECT PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?	☐	☐	☐	☒
i.	WOULD THE PROJECT EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INQUIRY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?	☐	☐	☒	☐
j.	WOULD THE PROJECT EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INQUIRY OR DEATH INVOLVING INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?	☐	☐	☐	☒
X.	**LAND USE AND PLANNING**				
a.	WOULD THE PROJECT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?	☐	☐	☐	☒
b.	WOULD THE PROJECT CONFLICT WITH APPLICABLE LAND USE PLAN, POLICY OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	ENVIRONMENTAL EFFECT?				
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?	☐	☐	☐	☒
XI.	**MINERAL RESOURCES**				
a.	WOULD THE PROJECT 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.	WOULD THE PROJECT 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.	WOULD THE PROJECT RESULT IN EXPOSURE OF PERSONS TO OR GENERATION OF NOISE IN LEVEL IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?	☐	☒	☐	☐
b.	WOULD THE PROJECT RESULT IN EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?	☐	☐	☒	☐
c.	WOULD THE PROJECT RESULT IN A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	☐	☒	☐	☐
d.	WOULD THE PROJECT RESULT IN A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	☐	☒	☐	☐
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE	☐	☐	☐	☒

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	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.	WOULD THE PROJECT 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.	WOULD THE PROJECT DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	☐	☐	☒	☐
c.	WOULD THE PROJECT 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 GOVERNMENT FACILITIES, NEED FOR NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVE FOR ANY OF THE FOLLOWING PUBLIC SERVICES:				
i.	FIRE PROTECTION?	☐	☐	☒	☐
II.	POLICE PROTECTION?	☐	☒	☐	☐

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
iii.	SCHOOLS?	☐	☐	☒	☐
iv.	PARKS?	☐	☐	☒	☐
v.	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 AND TRAFFIC**				
a.	WOULD THE PROJECT 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	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b.	WOULD THE PROJECT 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.	WOULD THE PROJECT 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.	WOULD THE PROJECT SUBSTANTIALLY INCREASE HAZARDS TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?	☐	☒	☐	☐
e.	WOULD THE PROJECT RESULT IN INADEQUATE EMERGENCY ACCESS?	☐	☐	☒	☐
f.	WOULD THE PROJECT CONFLICT WITH ADOPTED POLICIES, PLANS OR PROGRAMS REGARDING PUBLIC TRANSIT, BICYCLE, OR PEDESTRIAN FACILITIES, OR OTHERWISE DECREASE THE PERFORMANCE OR SAFETY OF SUCH FACILITIES?	☐	☐	☐	☒
XVII. TRIBAL CULTURAL RESOURCES					
a.	WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANT OF A TRIBAL CULTURAL RESOURCES, DEFINED IN PUBLIC RESOURCES CODE SECTION 21074 AS EITHER A SITE, FEATURE, PLACE, CULTURAL LANDSCAPE THAT IS GEGRAPHICALLY DEFINED IN TERMS OF THE SIZE AND SCOPE OF THE LANDSCAPE, SACRED PLACE, OR OBJECT WITH CULTURAL VALUE TO A CALIFORNIA NATIVE AMERICAN TRIBE, AND THAT IS LISTED OR ELIGIBLE FOR LISTING IN THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES, OR IN A LOCAL REGISTER OF HISTORICAL RESOURCES AS DEFINED IN PUBLIC CODE SECTION 5020.1(K)?	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b.	WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANT OF A TRIBAL CULTURAL RESOURCES, DEFINED IN PUBLIC RESOURCES CODE SECTION 21074 AS EITHER A SITE, FEATURE, PLACE, CULTURAL LANDSCAPE THAT IS GEGRAPHICALLY DEFINED IN TERMS OF THE SIZE AND SCOPE OF THE LANDSCAPE, SACRED PLACE, OR OBJECT WITH CULTURAL VALUE TO A CALIFORNIA NATIVE AMERICAN TRIBE, AND THAT IS A RESOURCE DETERMINED BY THE LEAD AGENCY, IN ITS DISCRETION AND SUPPORTED BY SUBSTANTIAL EVIDENCE, TO BE SIGNIFICANT PURSUANT TO CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE SECTION 5024.1. IN APPLYING THE CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE SECTION 5024.1, THE LEAD AGENCY SHALL CONSIDER THE SIGNIFICANCE OF THE RESOURCE TO A CALIFORNIA NATIVE AMERICAN TRIBE.	☐	☐	☒	☐
XVIII. UTILITIES					
a.	WOULD THE PROJECT EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?	☐	☐	☒	☐
b.	WOULD THE PROJECT 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.	WOULD THE PROJECT REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?	☐	☐	☒	☐
d.	WOULD THE PROJECT HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCE, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e.	WOULD THE PROJECT 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.	WOULD THE PROJECT BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT'S SOLID WASTE DISPOSAL NEEDS?	☐	☐	☒	☐
g.	WOULD THE PROJECT COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?	☐	☐	☒	☐
XIX.	**MANDATORY FINDINGS OF SIGNIFICANCE**				
a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?	☐	☐	☐	☒
b.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? ("CUMULATIVELY CONSIDERABLE" MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS).	☐	☐	☒	☐
c.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?	☐	☒	☐	☐

DISCUSSION OF THE ENVIRONMENTAL EVALUATION

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

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

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2016-3751-MND** and the associated case(s), **CPC-2016-3750-VZC-HD-MCUP-ZAA-SPR** and **VTT-74521**. 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 impacts(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/index0.1htm or City's main website under the heading "Navigate LA."

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
Mindy Nguyen	City Planner	(213) 978-1241	06/07/18

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

	Impact	Explanation	Mitigation Measures
I. AESTHETICS			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
II. AGRICULTURAL RESOURCES			
a.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
III. AIR QUALITY			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	Less Than Significant With Mitigation Incorporated.	See expanded environmental analysis (attached).	AQ-1

IV. BIOLOGICAL RESOURCES			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
f.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
V. CULTURAL RESOURCES			
a.	Less Than Significant With Mitigation Incorporated.	See expanded environmental analysis (attached).	CR-1
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
VI. GEOLOGY AND SOILS			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.

f.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
g.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
h.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
VII. GREENHOUSE GAS EMISSIONS			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
VIII. HAZARDS AND HAZARDOUS MATERIALS			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant With Mitigation Incorporated.	See expanded environmental analysis (attached).	HAZ-1, HAZ-2
c.	Less Than Significant With Mitigation Incorporated.	See expanded environmental analysis (attached).	HAZ-3
d.	Less Than Significant With Mitigation Incorporated.	See expanded environmental analysis (attached).	HAZ-1
e.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
f.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
g.	Less than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
h.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
IX. HYDROLOGY AND WATER QUALITY			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	Less Than Significant	See expanded environmental analysis	No mitigation measures are

	Impact.	(attached).	required.
d.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
f.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
g.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
h.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
i.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
j.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
X. LAND USE AND PLANNING			
a.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
XI. MINERAL RESOURCES			
a.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
XII. NOISE			
a.	Less Than Significant With Mitigation Incorporated.	See expanded environmental analysis (attached).	N-1, N-2, N-3, N-4, N-5, N-6, N-7
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	Less Than Significant With Mitigation Incorporated.	See expanded environmental analysis (attached).	N-7

d.	Less Than Significant With Mitigation Incorporated.	See expanded environmental analysis (attached).	N-1, N-2, N-3, N-4, N-5, N-6, N-7
e.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
f.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
XIII. POPULATION AND HOUSING			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
XIV. PUBLIC SERVICES			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant With Mitigation Incorporated.	See expanded environmental analysis (attached).	PS-1, PS-2
c.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
XV. RECREATION			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
XVI. TRANSPORTATION AND TRAFFIC			
a.	Less Than Significant With Mitigation Incorporated.	See expanded environmental analysis (attached).	T-1, T-2, T-3, T-4
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.

c.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	Less Than Significant With Mitigation Incorporated.	See expanded environmental analysis (attached).	T-4
e.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
f.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
XVII. TRIBAL CULTURAL RESOURCES			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
XVIII. UTILITIES AND SERVICE SYSTEMS			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
f.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
g.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
XIX. MANDATORY FINDINGS OF SIGNIFICANCE			
a.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	Less Than Significant With Mitigation Incorporated.	See expanded environmental analysis (attached).	See Mitigation Measures listed above.

MITIGATION MEASURES

AESTHETICS

No mitigation measures are required.

AGRICULTURE AND FORESTRY RESOURCES

No mitigation measures are required.

AIR QUALITY

AQ-1 Objectionable Odors (Commercial Trash Receptacles)

- 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.

BIOLOGICAL RESOURCES

No mitigation measures are required.

CULTURAL RESOURCES

CR-1 Historic Resources

- Rehabilitation to the exterior of the apartment building at 1614-16 Schrader Boulevard shall be conducted in accordance with the Secretary of the Interior's Standards for Rehabilitation. Prior to the building's rehabilitation, the applicant shall engage a historic preservation consultant that meets the *Secretary of the Interior's Professional Qualifications Standards* to conduct a character-defining features analysis to record and document all extant original physical features that convey the historic significance of the building. Armed with this knowledge, the historic preservation consultant shall ensure that any rehabilitation is planned with a minimum loss of historic fabric in compliance with the *Secretary of the Interior's Standards for Rehabilitation*. The historic preservation consultant shall review drawings and conduct on-site construction monitoring throughout the construction phase.
- Prior to the issuance of any excavation or construction permits for the Project, a qualified structural engineer with experience in historic preservation projects shall prepare a shoring plan to protect the adjacent historical resources from damage due to underground excavation and general construction procedures, and to reduce the possibility of settlement due to the removal of adjacent soil.

GEOLOGY AND SOILS

No mitigation measures are required.

GREENHOUSE GAS EMISSIONS

No mitigation measures are required.

HAZARDS AND HAZARDOUS MATERIALS

HAZ-1 Hazardous Materials Site:

Since the exploratory excavation confirmed the presence of the UST(s) and product lines, the UST and associated pipelines shall be removed. The Applicant shall consult a certified

abatement contractor to identify and assist with compliance with applicable state and federal rules and regulations governing the removal and disposal of any potentially hazardous materials such as the on-site UST and associated pipelines. Prior to the issuance of any grading, or building permit, the applicant shall obtain a sign-off from the Fire Department indicating that all on-site hazardous materials associated with contaminated soils and any contaminated debris associated with the subsurface soils, have been suitably remediated.

HAZ-2 Human Health Hazard (Vector Control)

- The property shall be maintained in a neat, attractive, and safe condition at all times.
- On-site activities shall be conducted so as not to create noise, dust, odor, or other nuisances to surrounding properties.
- Trash and Recycling bins shall be maintained with a lid in working condition; such lid shall be kept closed at all times.
- Trash and garbage collection bins shall be maintained in good condition and repair such that there are no holes or points of entry through which a rodent could enter.
- Trash and garbage collection containers shall be emptied a minimum of once per week.
- Trash and garbage bin collection areas shall be maintained free from trash, litter, garbage, and debris.

HAZ-3 Construction Activity Near Schools

- The Applicant and contractors shall maintain ongoing contact with administrators of Selma Avenue Elementary School and Larchmont Charter School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)-342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.
- The Applicant 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 Selma Avenue, adjacent to the school.
- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on Selma Avenue, adjacent to the school, during school hours.
- Furthermore, no hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes would be typically associated with the operation of the Proposed Project and the use of these substances would comply with State Health Codes and Regulations. With regulatory code compliance, the Proposed Project’s operational impacts would have a less than significant impact.

HYDROLOGY AND WATER QUALITY

No mitigation measures are required.

LAND USE AND PLANNING

No mitigation measures are required.

MINERAL RESOURCES

No mitigation measures are required.

NOISE

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

N-1 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.

N-2 To the maximum extent practical, demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

N-3 The project contractor shall use power construction equipment with noise shielding and muffling devices.

N-4 The project contractor shall erect a temporary noise-attenuating sound barrier along the perimeter of the Project Site. The sound wall shall be a minimum of 8 feet in height to block the line-of-site of construction equipment and off site receptors at the ground level. The sound barrier shall include ¾ inch plywood or other sound absorbing material capable of achieving a 10 dBA reduction in sound level.

N-5 An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. Any reasonable complaints shall be rectified within 24 hours of their receipt.

N-6 The Applicant shall provide a courtesy notice of the project's construction related activities to adjacent business owners a minimum of two weeks prior to commencement of construction.

N-7 Increased Noise Levels (Outdoor Terrace and Rooftop Bar)

Upon operation of the outdoor spaces on the second level and rooftop levels, the Applicant shall provide the adjacent residential buildings to the north, south, and west, a building manager contact and phone number to report any loud, unnecessary, and unusual noise, which disturbs the peace or quiet for the adjacent uses. Proof of compliance shall be submitted to the Development Services Center at the time of Condition Clearance.

POPULATION AND HOUSING

No mitigation measures are required.

PUBLIC SERVICES

PS-1 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.

PS-2 Public Services (Police)

- The plans shall incorporate the design features (outlined in LAPD's "Design Out Crime Guidelines: Crime Prevention Through Environmental Design") 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.

RECREATION

No mitigation measures are required.

TRANSPORTATION AND TRAFFIC

Construction Work Plan

T-1 A Construction Traffic Control Plan shall be submitted to LADOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction related traffic shall be restricted to off-peak hours.

T-2 All construction delivery truck loading and unloading shall take place on site or within the boundaries of an approved Construction Traffic Control Plan.

T-3 The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.

The applicant shall be limited to no more than two trucks at any given time within the site's staging area.

There shall be no staging of hauling trucks on any streets adjacent to the project, unless specifically approved as a condition of an approved haul route.

No hauling shall be done before 9 A.M. or after 3 P.M.

Trucks shall be spaced so as to discourage a convoy effect.

On substandard hillside streets, only one hauling truck shall be allowed on the street at any time.

A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at the next intersection along the haul route.

Truck crossing signs are required within 300 feet of the exit of the project site in each direction.

The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind.

Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.

Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.

No person shall perform grading within areas designated "hillside" unless a copy of the permit is in the possession of a responsible person and available at the site for display upon request.

A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.

The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.

T-4 The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the Applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as k-rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.

Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.

Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.

The Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

TRIBAL CULTURAL RESOURCES

No mitigation measures are required.

UTILITIES AND SERVICE SYSTEMS

No mitigation measures are required.

MANDATORY FINDINGS OF SIGNIFICANCE

See above mitigation measures.

END

I. INTRODUCTION

PROJECT INFORMATION

Project Title: Schrader Hotel Project

Project Location: 1600-1616 ½ N. Schrader Boulevard and 6522 Selma Avenue
Los Angeles, CA 90028

Project Applicant: 1600 Hudson, LLC
2870 Los Feliz Place, 2nd Floor
Los Angeles, CA 90039

Lead Agency: City of Los Angeles
Department of City Planning
200 N. Spring Street, Room 621
Los Angeles, CA 90012

PROJECT SUMMARY

The Proposed Project includes the demolition of a surface parking lot for the construction, use, and maintenance of a mixed-use hotel that would contain 198 guestrooms and 5,557 square feet of restaurant, coffee bar and rooftop/lounge space. The Proposed Project may include, but is not limited to, a restaurant, coffee bar, informal Wi-Fi lounge, third floor outdoor terrace, rooftop bar/lounge, a pool bar, and a pool terrace. The Proposed Project would also involve the exterior rehabilitation of an existing, two-story 12-unit apartment building, and demolition, and replacement of the existing detached garage building into a hotel accessory building into a one-story, 22 feet, two-inches tall hotel accessory building for mechanical equipment, which would include an electrical room and transformer. The Proposed Project includes a total of 83,605 square feet, inclusive of the existing 8,156 square-foot apartment building and a floor area ratio (FAR) of 3.14:1. The Proposed Project's hotel building would include an 11-story building with a maximum height of 126 feet above grade. A minimum of approximately 100 parking spaces would be provided in three levels of subterranean parking. Vehicular access for the Proposed Project would be provided via one ingress/egress driveway on Selma Avenue and a loading space off of Schrader Boulevard between the apartment building and proposed hotel building.

The discretionary requests include the following: (1) Vesting Tract Map to permit the airspace subdivision of the property into six (6) lots containing one master lot and five (5) airspace lots containing three subterranean parking levels, the ground floor, a ground floor restaurant space, 10 hotel floors, and a rooftop; (2) Vesting Zone Change and Height District Change from C4-2D to [Q]C2-2D to permit the new construction of a 198-guestroom hotel, and the rehabilitation, demolition, and replacement of the existing detached garage building into a one-story hotel accessory building for mechanical equipment, which would include an electrical room and

transformer, resulting in 83,605 square feet of floor area and a Floor Area Ratio of 3.14:1; (3) Master Conditional Use Permit for the sale and dispensing of a full-line of alcoholic beverages for on-site consumption in conjunction with the proposed ground floor restaurant and bar/lounge, a ground floor outdoor dining area, a second-floor outdoor terrace, a rooftop restaurant and bar/lounge, an outdoor rooftop patio area and hotel room controlled-access liquor cabinets; (4) Site Plan Review; and (5) Zoning Administrator's Adjustment to allow: (a) a non-conforming 7-foot rear yard of an existing building to remain in place on the subject property, in lieu of a 15-foot rear yard, as otherwise required for a two-story residential building; and (b) a non-conforming 1-foot side yard of an existing building to remain in place on the subject property, in lieu of a 5-foot side yard, as otherwise required for a two-story residential building.

The Applicant would also request approvals and permits from the Department of Building and Safety (and other municipal agencies) for project construction activities which may including, but are not limited to, the following: excavation, shoring, grading, foundation, haul route, and building and tenant improvements for the Project Site. Other approvals (as needed), ministerial or otherwise, may be necessary, as the City finds appropriate in order to execute and implement the Proposed Project. Other responsible governmental agencies may also serve as a responsible agency for certain discretionary approvals associated with the construction process, which include, but are not limited to the South Coast Air Quality Management District (construction-related air quality emissions) and the Regional Water Quality Control Board, Los Angeles Region (construction-related water quality).

ORGANIZATION OF THE INITIAL STUDY

This expanded IS/MND is organized into six sections as follows:

Initial Study Checklist: This Section contains the completed IS Checklist showing the significance level under each environmental impact category.

Introduction: This Section provides introductory information such as the Proposed Project title, the Project Applicant, and the lead agency for the Proposed Project.

Project Description: This Section provides a detailed description of the Proposed Project including the environmental setting, project characteristics, related project information, and environmental clearance requirements.

Environmental Impact Analysis: This Section contains an assessment and discussion of impacts for each environmental issue identified in the Initial Study Checklist. Where the evaluation identifies potentially significant effects, mitigation measures are provided to reduce such impacts to less-than-significant levels.

Preparers and Persons Consulted: This Section provides a list of consultant team members and governmental agencies that participated in the preparation of the IS.

References, Acronyms and Abbreviations: This Section includes various documents and information used and referenced during the preparation of the IS, along with a list of commonly used acronyms.

II. PROJECT DESCRIPTION
A. PROJECT LOCATION

1. PROJECT LOCATION

The Project Site is located within Hollywood Community Plan Area in the City of Los Angeles. The Project Site's location within the City of Los Angeles and the greater Los Angeles region is depicted in Figure II-1, Project Location Map. The Project Site includes five parcels totaling approximately 27,176 square feet of gross lot area (0.62 acres) and 26,626 square feet of lot area after dedications. The Project Site is currently developed with a two-story multi-family residential building with a detached garage building on the three northern parcels and a public paved surface parking lot on the two southern parcels. The Project Site's property addresses, Assessor's Parcel Numbers (APN), land use and lot area are summarized in Table II-1, Summary of the Project Site, below.

Table II-1
Summary of Project Site

Address	APN	Existing Land Use	Lot Area (square feet)
6533 W. Selma Avenue 1600 N. Schrader Boulevard 1608 N. Schrader Boulevard	5547016017	Paved Surface Parking Lot	14,315
1614 N. Schrader Boulevard 1614 ½ N. Schrader Boulevard 1616 N. Schrader Boulevard 1616 ½ N. Schrader Boulevard None None	5547016011	Two-Story Residential Building	12,861
		Total:	**27,176 sf (0.62 acres)**

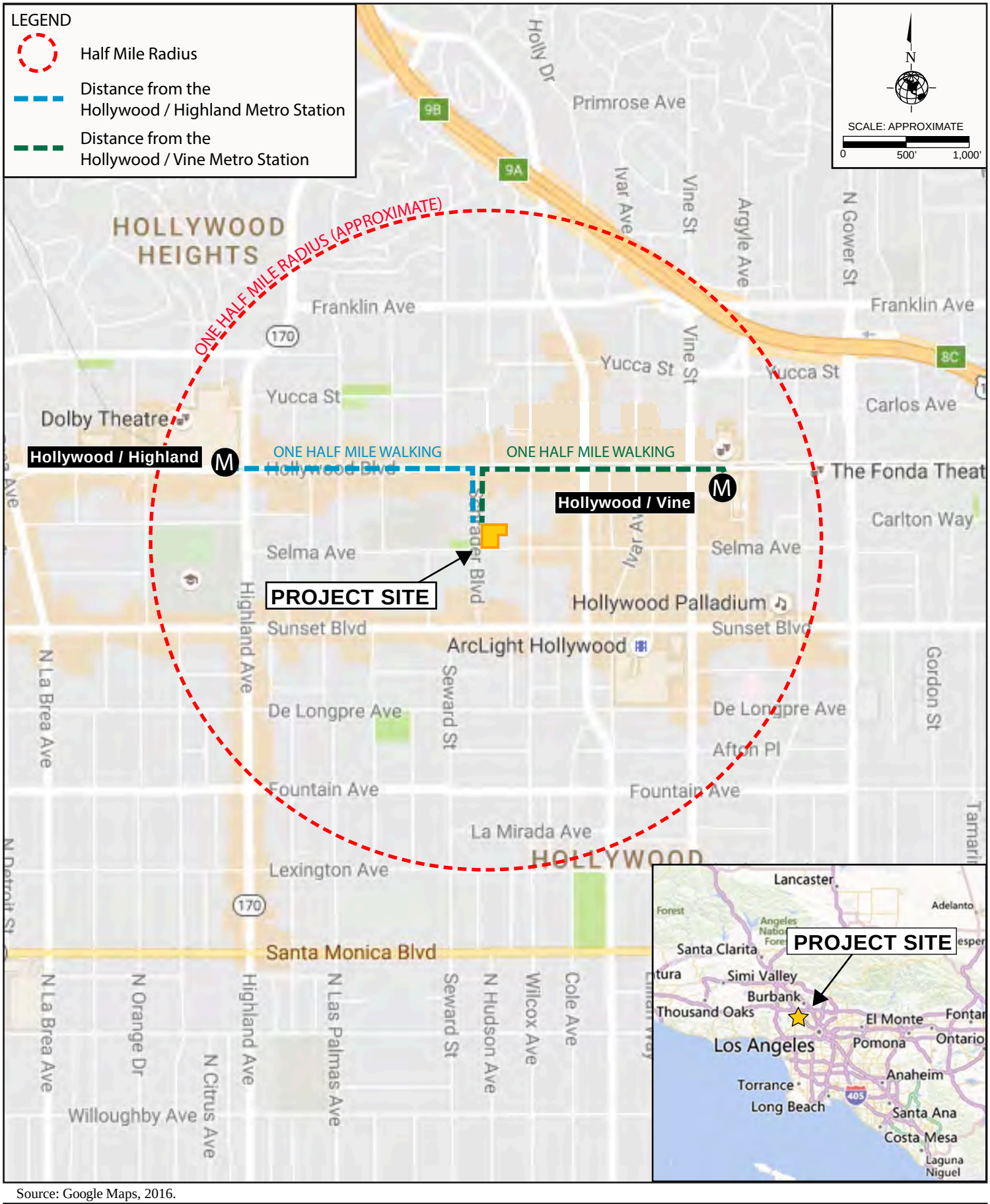
Notes: sf = square feet

Sources:

(1) ARC PAC (USA), Inc., February 6, 2017; and

(2) City of Los Angeles Department of Planning, Zone Information and Map Access System (ZIMAS), website: http://zimas.lacity.org/, accessed February 2017.

The Project Site is generally bound by a two-story residential building to the north; surface parking and the United States Post Office - Hollywood Station to the east; Selma Avenue to the south; and Schrader Boulevard to the west.



Source: Google Maps, 2016.

PARKER ENVIRONMENTAL CONSULTANTS

Figure II-1
Project Location Map

REGIONAL AND LOCAL ACCESS

The Project Site is served by an extensive freeway network. The Project Site is located within a Transit Priority Area as defined by the Senate Bill 743. Primary regional access to the Project Site is provided by the Hollywood Freeway (US-101). The Hollywood Freeway runs in a north-south direction and is located east of the Project Site. Primary local street access is provided by the roadway system surrounding the Project Site. Schrader Boulevard runs in a north-south direction and borders the Project Site to the west. Schrader Boulevard connects Hollywood Boulevard, Selma Avenue, and Sunset Boulevard. Selma Avenue runs in an east-west direction and borders the Project Site to the south. A description of the adjacent surrounding streets is provided below:

Schrader Boulevard is a designated Local Street in the Mobility Plan. It travels in the north-south direction, and is along the western boundary of the Project Site. It generally provides two travel lanes, one lane in each direction. Two-hour metered parking is generally provided on both sides of the street.

Selma Avenue is a designated Local Street in both the Mobility Plan. It travels in the east-west direction and is located adjacent to the southern boundary of the Project Site. It generally provides two travel lanes, one lane in each direction. Two-hour metered parking (with nighttime prohibitions, except by parking permit) is generally provided on both sides of the street between Highland Avenue and Las Palmas Avenue. Two-hour metered parking is generally provided on both sides east of Las Palmas Avenue.[1]

Transit Priority Area

In 2013, the State of California enacted Senate Bill 743 (SB 743), which provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." Public Resources Code Section 21099 defines a "transit priority area" as an area within one-half mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." Public Resources Code Section 21064.3 defines "Major Transit Stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Public Resources Code Section 21061.3 defines an "Infill Site" as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

[1] *Gibson Transportation Consulting, Inc., Transportation Impact Study for the Schrader Hotel, Hollywood, California, April 2017.*

The Project Site is an infill site within a Transit Priority Area as defined by CEQA.[2] The Project Site is located within 0.5 miles from the Hollywood / Vine Subway Station and the Hollywood / Highland Subway Station (refer to Figure II-1, Project Location Map). Both subway stations are serviced by the Metro Red Line. The Metro Red Line provides service between the community of North Hollywood and Union Station in downtown Los Angeles. The Metro Red Line provides access to other subway lines that connect to other parts of the City of Los Angeles and to the greater Los Angeles metropolitan area. Additionally, the Los Angeles County Metropolitan Transportation Authority (Metro) and Los Angeles Department of Transportation (LADOT) operate multiple bus lines with multiple bus stops within walking distance from the Project Site. In the vicinity of the Project Site, bus stops are primarily located along Hollywood Boulevard and Sunset Boulevard. Bus lines that operate in the Project Site area include, but are not limited to, Metro Local lines 2, 210, 212, 217, 222, 237, and 656; Metro Limited lines 302 and 312; Metro Rapid 780; and LADOT line DASH Hollywood.

The Project Site is also situated within easy walking distance to retail, restaurants, and other commercial businesses located in the Hollywood area and in particular along the Hollywood Boulevard and Sunset Boulevard corridors.

ZONING AND LAND USE DESIGNATIONS

The Project Site is located within the Hollywood Community Plan ("Community Plan") area within the City of Los Angeles. The Project Site is zoned C4-2D and has a General Plan land use designation of "Regional Center Commercial." The Applicant is requesting a Zone Change / Height District change to [Q]C2-2D to allow for the Proposed Project. Figure II-2, Zoning and General Plan Designations, shows the existing zonings and land use designations on the Project Site and in the surrounding area. As shown in Figure II-2, the Project Site is located in a highly urbanized area that is characterized by a variety of land uses that include residential uses, commercial uses, park facilities, and school facilities.

The Project Site is currently zoned C4-2D. The C4 zoning designation corresponds with the existing Regional Center Commercial land use designation on-site. The C4 zone allows for C2 uses with limitations and R4 uses. The Project Site is located within Height District No. 2 with an accompanying "D" limitation, per Ordinance No. 165,660. Height District 2 provides for unlimited height for the development in commercial zones. The underlying D limitation restricts development on-site to a floor area ratio (FAR) of 2:1 in lieu of a 6:1 FAR otherwise permitted by Height District 2.

The Project Site is also located within a Transit Priority Area and the Hollywood Redevelopment Project area. The Redevelopment Plan for the Hollywood Redevelopment Plan guides

[2] *City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: www.zimas.lacity.org, accessed February 2017.*

development within the Hollywood Redevelopment Project area. The Project Site is also located within an Enterprise Zone (the Employment and Economic Incentive Program Area), which provides for a reduction in the parking ratio for retail and restaurant uses.

Hollywood Community Plan

The Project Site is located within the Hollywood Community Plan ("Community Plan") area of the City of Los Angeles ("City"). The Community Plan is "intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the Community, within the larger framework of the City." [3]

The Project Site is designated for Regional Center Commercial land uses under the Hollywood Community Plan. The corresponding zones for Regional Center Commercial are the C2, C4, P, PB, RAS3, and RAS4. Thus, the Regional Center Commercial land use designation is consistent with the Project Site's existing C4 zoning designation.

Hollywood Redevelopment Plan

The Project Site is located within the Hollywood Redevelopment Plan Project Area. The Hollywood Redevelopment Plan, effective July 12, 2003, is valid until July 12, 2033.[4] While AB1X-26 dissolved redevelopment agencies, the land use regulations of the Hollywood Redevelopment Plan remain in effect.

The Hollywood Redevelopment Plan sets overarching goals to redevelop and improve the Redevelopment Plan Project Area for all segments of the community. The Hollywood Redevelopment Plan aims to improve the quality of the environment, promote a positive image for Hollywood and provide a safe environment. The Redevelopment Plan aims to preserve and increase employment and business; encourage the involvement and participation of the community; promote a balanced community meeting the needs of the residential, commercial, industrial, arts and entertainment sectors; support and encourage the development of social services and promote the development of health, education, child and youth care, and senior citizen facilities and programs; promote and improve housing opportunities for all income and age groups; support and encourage a circulation system which would improve the quality of life in Hollywood; promote the development of recreational and cultural facilities and open space; and promote the development of the varied ethnic communities in Hollywood. The Hollywood Redevelopment Plan supports and promotes Hollywood as the center of the entertainment industry and a tourist destination through the retention, development, and expansion of all sectors of the entertainment industry and the preservation of landmarks. Along the same lines,

[3] *City of Los Angeles, Department of City Planning, Hollywood Community Plan (pg. HO-1), December 13, 1988.*

[4] *City of Los Angeles Community Redevelopment Agency, Redevelopment Plan for the Hollywood Redevelopment Project, 2003.*

the Redevelopment Plan calls to promote and encourage the retention and expansion of all segments of the arts community.

With regards to development along and near the Hollywood Boulevard, the Redevelopment Plan states: "Promote the development of Hollywood Boulevard within the Hollywood commercial core as a unique place which:

(1) Reflects Hollywood's position as the entertainment center;
(2) Provides facilities for tourists;
(3) Contains active retail and entertainment uses at the street level;
(4) Provides for residential uses;
(5) Is pedestrian oriented;
(6) Is a focus for the arts, particularly the performing arts; and
(7) Recognizes and reinforces its history and architecture." [5]

Within the Hollywood Redevelopment Project Area, the Project Site is located within the Hollywood Boulevard District. The objectives of the District are to: encourage preservation, restoration and appropriate reuse of historically or architecturally significant structures; assure that new development is sympathetic to and complements the existing scale of development; provide pedestrian oriented retail uses along the street level; encourage entertainment, theater and tourist related uses; provide adequate parking for new and existing uses; and reinforce and enhance the existing pedestrian environment.

Additionally, the Project Site has a General Plan Land Use Designation of Regional Center Commercial. The Redevelopment Plan states that development within Regional Center Commercial designation shall not exceed the equivalent of an average FAR of 4.5:1 for the entire site. However, the Hollywood Redevelopment Plan states that proposed development in excess of 4.5:1 FAR up to but not to exceed 6:1 FAR or such other density may be permitted provided compliance with the process identified in Section 506.2.3 of the Hollywood Redevelopment Plan.

Enterprise Zone / Employment and Economic Incentive Program Area (ZI No. 2374)

The Proposed Project is located within an Enterprise Zone / Employment and Economic Incentive Program Area as identified by the City of Los Angeles. The Federal, State, and City governments provide economic incentives to stimulate local investment and employment through tax and regulation relief and improvement of public services. Projects within Enterprise Zones may utilize a reduced parking ratio for commercial office, business, retail, restaurant, bar and related uses, trade schools, or research and development buildings.

[5] *City of Los Angeles Department of City of Los Angeles, Hollywood Redevelopment Plan (page 3), July 12, 2003.*

EXISTING CONDITIONS

Figure II-3, Aerial Photograph of the Project Site, shows an aerial view of the Project Site and identifies the locations of site photographs and surrounding land use photographs shown in Figure II-4, Photographs of the Project Site, and Figure II-5, Views of the Surrounding Land Uses, respectively.

Project Site

The Project Site is currently improved with a paved commercial parking lot available for public parking and a two-story multi-family residential building with a detached garage building. The surface parking lot encompasses two parcels and is located on the northeast corner of Schrader Boulevard and Selma Avenue. The existing surface parking lot provides 52 parking spaces, which are generally available to the public. The Applicant maintains private lease agreements with two other land uses in the area (the Tao Restaurant at the Dream Hotel, located at 6421 Selma Avenue; and the YMCA of Los Angeles, located at 1553 Schrader Boulevard), who are authorized to use the lot for their respective patrons. These leases are private temporary agreements and will terminate upon construction of the Proposed Project. The perimeter of the surface parking lot is secured with a metal fence and sliding gate across the driveway to limit access on-site during non-operational hours. One full access driveway, located on the north side of Selma Avenue provides access to the parking lot. One light post, public parking sign, and one parking attendant box are located adjacent to the driveway on-site. Two free-standing billboards (small in size) are located in the parking lot; one on the southeast corner of the Project Site and one on the northwest corner of the parking lot.

The multi-family residential building is located north of the surface parking lot and fronts Schrader Boulevard. The multi-family residential building consists of two stories and contains a detached garage building at the rear of the residential building available to its residents. The multi-family residential building is secured with metal fencing and shrubs to limit access to residents and guests only. A single-lane driveway is located along Schrader Boulevard and runs along the southern property line of the residential building connecting to the garage building.

Vegetation on the Project Site is limited to ornamental shrubs and trees. There are 16 trees (9 *Washingtonia Robusta* palms, 5 *Ficus sp., 1 Citrus and 1 Phoenix Canariensis* palm) on the Project Site. No street trees border the Project Site. One utility post and associated utility lines run along the public right-of-way on Selma Avenue adjacent to the Project Site's property line. A cable from the utility lines connect to the on-site light post. Additionally, metered parking with some restrictions is allowed along the north side of Selma Avenue and the east side of Schrader Boulevard adjacent to the Project Site. Photographs depicting the current conditions of the Project Site are provided in Figure II-4, Photographs of the Project Site.

Surrounding Land Uses

The Project Site is located in an urbanized area within the City of Los Angeles that is characterized by a mix of land uses. Figure II-3, Aerial Photograph of the Project Site, identifies the surrounding land uses in the immediate Project Site area and provides their respective use and address. Photographs of the land uses surrounding the Project Site are provided in Figure II-5, Photographs of the Surrounding Land Uses. A description of properties immediately surrounding the Project Site is provided below:

North: The properties to the north of the Project Site are zoned C4-2D and have a General Plan land use designation of Regional Center Commercial, similar to the Project Site. The property to the immediate north of the multi-family residential building also contains a two-story multi-family residential building (with address 1618 Schrader Boulevard). The property north of that includes a two-story building operating as a hostel (USA Hostels Hollywood). The hostel is located at 1624 Schrader Boulevard. Similar to the Project Site, these properties front the east side of Schrader Boulevard. Refer to Figure II-5, View 5.

West: The Project Site is immediately bordered by Schrader Boulevard to the west. As discussed above, Schrader Boulevard is a two-way street providing one travel lane in each direction and is classified as a Local Street. On-street parking is provided (with some restrictions) along the east and west sides of Schrader Boulevard, including on-site parking spaces adjacent to the Project Site. Three properties border the west side of Schrader Boulevard adjacent to the Project Site. These properties are zoned C4-2D and have a General Plan land use designation of Regional Center Commercial, similar to the Project Site. Selma Park is a public park located at 6567 Selma Avenue on the northwest corner of Schrader Boulevard and Selma Avenue (across the street from the Project Site). A three-story multi-family residential building located at 1611 Schrader Boulevard is located just north of Selma Park, across the street from the Project Site. The Los Angeles LGBT Center is located at 1625 Schrader Boulevard northwest from the Project Site. Refer to Figure II-5, View 6 and View 7.

South: The Project Site is immediately bordered by Selma Avenue to the south. As discussed above, Selma Avenue is a two-way street providing one travel lane in each direction and is classified as a Local Street. On-street parking is provided (with some restrictions) along the north and south sides of Selma Avenue, including on-street parking spaces adjacent to the Project Site. Five properties are located to the south of the Project Site and south of Selma Avenue (refer to Figure II-3, Aerial Photograph of the Project Site). These properties are zoned C4-2D and (T)(Q)C4-2D and have a General Plan land use designation of Regional Center Commercial, similar to the Project Site. A detailed description of the properties to the south of the Project Site is provided below:

- The Hollywood Wilshire YMCA is located at 6600 Selma Avenue at the southwest corner of Selma Avenue and Schrader Boulevard. The YMCA building ranges in height with two to four stories. The Hollywood Wilshire YMCA property is zoned C4-2D and has a

General Plan land use designation of Regional Center Commercial, similar to the Proposed Project. Refer to Figure II-5, View 8.

- A four-story multi-family residential building is located at 1552 Schrader Boulevard at the southeast corner of Selma Avenue and Schrader Boulevard (directly south of the Proposed Project Site). This property is zoned C4-2D and has a General Plan land use designation of Regional Center Commercial, similar to the Proposed Project. Refer to Figure II-5, View 9.
- A paved surface parking lot is located directly adjacent to and east of the four-story residential building. This parking lot is privately operated and not available for public parking. The surface parking lot property is zoned C4-2D and has a General Plan land use designation of Regional Center Commercial. Refer to Figure II-5, View 9.[6]
- Mama Shelter Hotel, a five-story hotel with ground-floor and rooftop commercial uses and hotel amenities, is located on the southwest corner of Selma Avenue and Wilcox Boulevard (southeast of the Project Site). The Mama Shelter Hotel property is zoned C4-2D and has a General Plan land use designation of Regional Center Commercial, similar to the Proposed Project. Refer to Figure II-5, View 9.
- A two-story commercial office building is located south of Mama Shelter Hotel and southwest of the Project Site. This property is zoned C4-2D and has a General Plan land use designation of Regional Center Commercial, similar to the Proposed Project.

East: To the east, the Project Site is immediately bordered by the United States Post Office – Hollywood Station property, which includes the United States Post Office building and its associated surface parking lot. The Post Office building is located on the northwest corner of the Selma Avenue and Wilcox Avenue intersection (1615 Wilcox Avenue) and fronts Wilcox Avenue. Its surface parking is located to the north and west of the Post Office building. The west portion of this parking lot immediately borders the Project Site to the west. The United States Post Office property is zoned C4-2D and has a General Plan land use designation of Regional Center Commercial, similar to the Proposed Project. Refer to Figure II-5, View 10.

[6] *This property is identified as Related Project No. 17 in Table II-5, Related Projects List. This property has an approved entitlement to build a 212-room hotel (aka the "Tommie Hotel") under City of Los Angeles Case No. CPC-2016-270-VZC-HD-CUB-SPR. As part of this approval the City Planning Commission recommended approval of a zone change and height district change from C4-2D to (T)(Q)C2-2D.*

Source: Zimas, City of Los Angeles, Department of City Planning, 2016.

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Figure II-2
Zoning and General Plan Land Use Designations

Source: Parker Environmental Consultants, Site Visit, October 11, 2016.

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Figure II-3
Aerial Photograph of the Project Site

View 1: From the west side of Schrader Boulevard, looking southeast at the Project Site.

View 2: From the northwest corner of the Schrader Boulevard and Selma Avenue intersection, looking east at the Project Site.

View 3: From the southwest corner of the intersection of Schrader Boulevard and Selma Avenue, looking northeast at the Project Site.

View 4: From the south side of Selma Boulevard, looking northwest at the Project Site.

Source: Parker Environmental Consultants, Site Visit, October 11, 2016.

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Figure II-4
Photographs of the Project Site
Views 1-4

View 5: From the west side of Schrader Boulevard, looking northeast at the properties to the north of the Project Site.

View 6: From the southeast corner of the Schrader Boulevard and Selma Avenue intersection, looking northwest at the properties to the west of the Project Site.

View 7: From the southeast corner of the Schrader Boulevard and Selma Avenue intersection, looking northeast at Selma Park.

View 8: From the northwest corner of the Schrader Boulevard and Selma Avenue intersection, looking west along Selma Avenue.

View 9: From the northwest corner of the Schrader Boulevard and Selma Avenue intersection, looking southeast at the properties to the Project Site.

View 10: From the southeast corner of the Wilcox Avenue and Selma Avenue intersection, looking northeast at the property to the east of the Project Site (the U.S. Post Office).

Source: Parker Environmental Consultants, Site Visit, October 11, 2016.

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Figure II-5
Photographs of the Surrounding Land Uses
Views 5-10

II. PROJECT DESCRIPTION
B. PROJECT CHARACTERISTICS

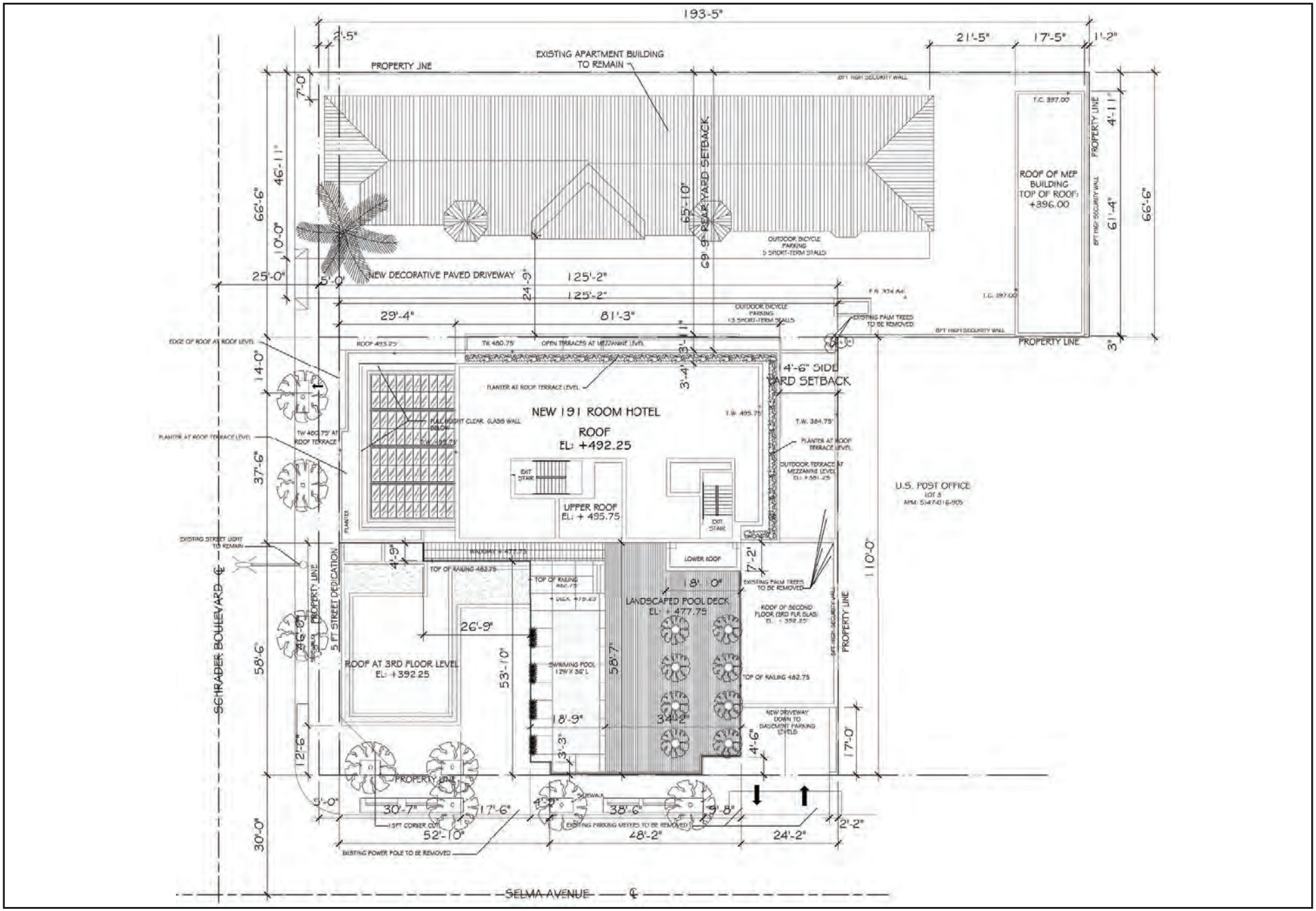
1. PROPOSED DEVELOPMENT

The Proposed Project includes the demolition of the existing surface parking lot for the construction, use, and maintenance of a mixed-use hotel that would contain 198 guestrooms and 5,557 square feet of restaurant, coffee bar and rooftop/lounge space. The Proposed Project also includes the exterior rehabilitation of the existing 12-unit apartment building, for which the unit count will remain unchanged; and the demolition, and replacement of the existing detached garage building into a one-story, 22 feet, two-inch tall hotel accessory building for mechanical equipment, which would include an electrical room and transformer. The Proposed Project may include, but is not limited to, restaurant, coffee bar, informal Wi-Fi lounge, outdoor terrace, bar / lounge, west terrace, south pool terrace, a pool bar. The Proposed Project includes a total floor area of 83,605 square feet and a floor area ratio (FAR) of 3.14:1. The Proposed Project would include an 11-story building, with a maximum height of 126 feet above grade. A minimum of 100 parking spaces would be provided in three levels of subterranean parking and 36 bicycle parking spaces would be provided on the ground floor and in level B-1 of the hotel garage. Vehicular access for the mixed-use hotel would be provided via one ingress/egress driveway on Selma Avenue. The driveway along Schrader Boulevard for the apartment building would remain. A summary of the Proposed Project is provided in Table II-2, Proposed Development Program, below. The plan layout of the Proposed Project is depicted in Figure II-6, Plot Plan.

Table II-2
Proposed Development Program

Land Uses	Dwelling Units/Rooms	Floor Area (Square Feet)
Existing Apartment Building (to be rehabilitated)		
Residential		
Studio Units	6	*8,156 sf*
1-Bedroom Units	4	
2-Bedroom Units	2	
Apartment Subtotal:	*12 du*	
Total Apartment Building Floor Area:		***8,156 sf***
Proposed Hotel		
Guest Rooms		
Standard King	173	*69,892 sf* [a]
Studio King	9	
Accessible Queen	16	
Hotel Room Subtotal:	*198 guestrooms*	
Commercial		
Restaurant/Coffee Bar/Rooftop Lounge	--	5,557 sf
Total Hotel Floor Area:		***75,449 sf***
TOTAL:		**83,605 sf (3.14:1 FAR)**

Notes: du = dwelling unit; sf = square feet
[a] *Includes guestroom floor area and hotel amenities.*
Source: Lake Flato Architects; ARC PAC (USA), Inc., February 6, 2017.



Source: ARC PAC (USA), Inc.; Lake Flato Architects; Roschen Van Cleve Architects, January 22, 2018.

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Figure II-6
Plot Plan

FLOOR AREA

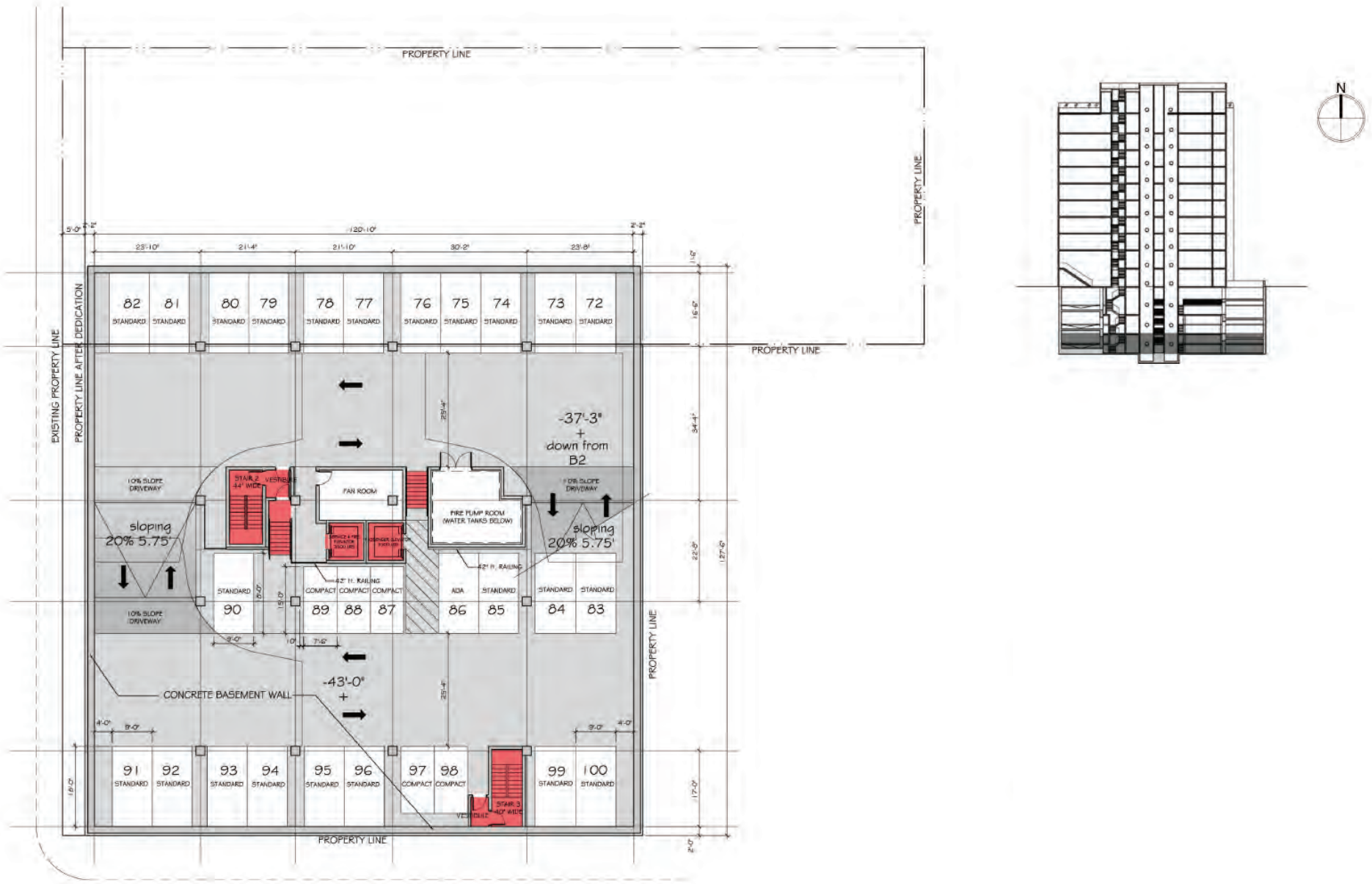
The Project Site is located within Height District No. 2 with an accompanying "D" limitation. Height District 2 provides for unlimited height for the development in commercial zones. The underlying D limitation restricts development on-site to a FAR of 2:1 in lieu of a 6:1 FAR otherwise permitted by Height District 2 (pursuant to Ordinance No. 165,660). The Project Site has a General Plan Land Use Designation of Regional Center Commercial. The Redevelopment Plan states that development within Regional Center Commercial designation shall not exceed the equivalent of an average FAR of 4.5:1 for the entire site. However, the Hollywood Redevelopment Plan states that proposed development in excess of 4.5:1 FAR up to but not to exceed 6:1 FAR or such other density may be permitted provided compliance with the process identified in Section 506.2.3 of the Hollywood Redevelopment Plan.

The proposed hotel includes a five-foot street dedication along Schrader Boulevard, which would increase the public right-of-way along Schrader Boulevard. The Project Site includes approximately 27,126 square feet of gross lot area (0.62 acres) and 26,626 square feet of lot area after dedications. Development on-site is currently limited to an FAR of 2:1 in accordance with the existing "D" Limitation on the Project Site. As part of the Proposed Project, the Applicant requests a vesting Zone Change / Height District change from C4-2D to [Q]C2-2D. The Proposed Project would include approximately 83,605 square feet of floor area for an approximate 3.14:1 FAR.

BUILDING HEIGHT AND ARCHITECTURAL FEATURES

Based on the existing C4-2D Zone, there are no height restrictions for the Project Site. The proposed 11-story hotel building would have a maximum height of 108 feet at the roof level with the parapet of the roof terrace reaching a maximum height of 126 feet above grade. The existing apartment building reaches a maximum height of 24 feet above grade. Figures II-7 through II-14 include the floor plans for each level of the proposed hotel building and apartment building.

The renovated two-story apartment building would include 12 apartment units. The proposed mixed-use hotel would include three levels of subterranean parking; a ground floor restaurant, coffee bar, hotel lobby, and other hotel amenity spaces; nine levels of guestrooms above the ground floor; and a roof terrace on the second level and 11th levels. An informal Wi-Fi lounge would be included on the second level. The roof terrace on the 11th floor would include an enclosed bar / lounge area, a pool deck with a pool bar, and an outdoor terrace. Architectural materials include clear glass hand railings, clear glass window system, metal panel wall system, painted steel balcony with glass handrail, painted steel canopy, fritted glass current wall system, board formed concrete, brick, and metal panels. Building section and elevations depicting the height, scale, and massing of the proposed hotel building and apartment building are shown in Figure II-15 through II-20. Building renderings of the proposed hotel are depicted in Figure II-21 and II-22; building renderings for the apartment building is illustrated in Figure II-23.



Source: ARC PAC (USA), Inc.; Lake Flato Architects; Roschen Van Cleve Architects, February 6, 2017.

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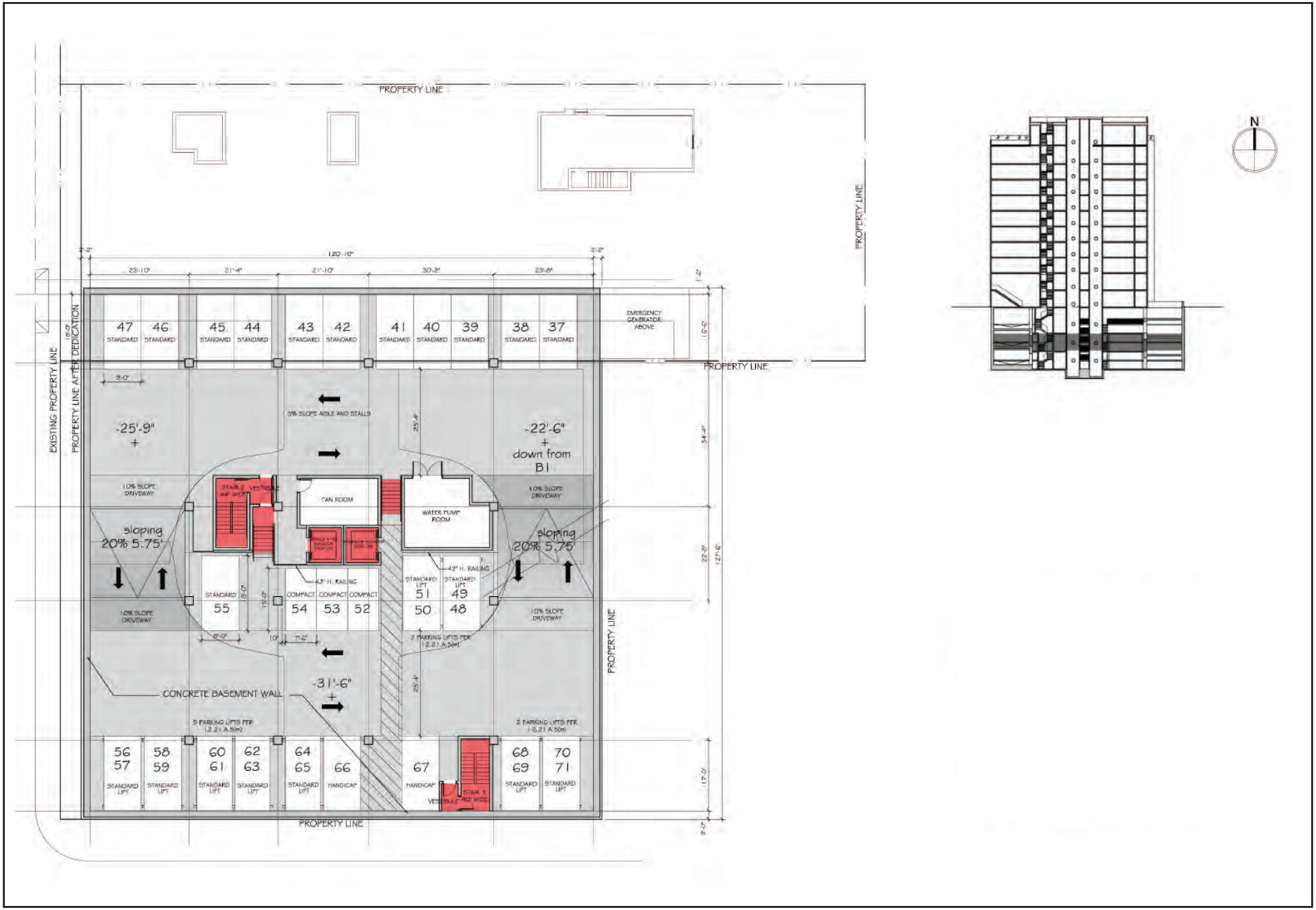
Figure II-7
Basement 3 Level Floor Plan



Source: ARC PAC (USA), Inc.; Lake Flato Architects; Roschen Van Cleve Architects, February 6, 2017.

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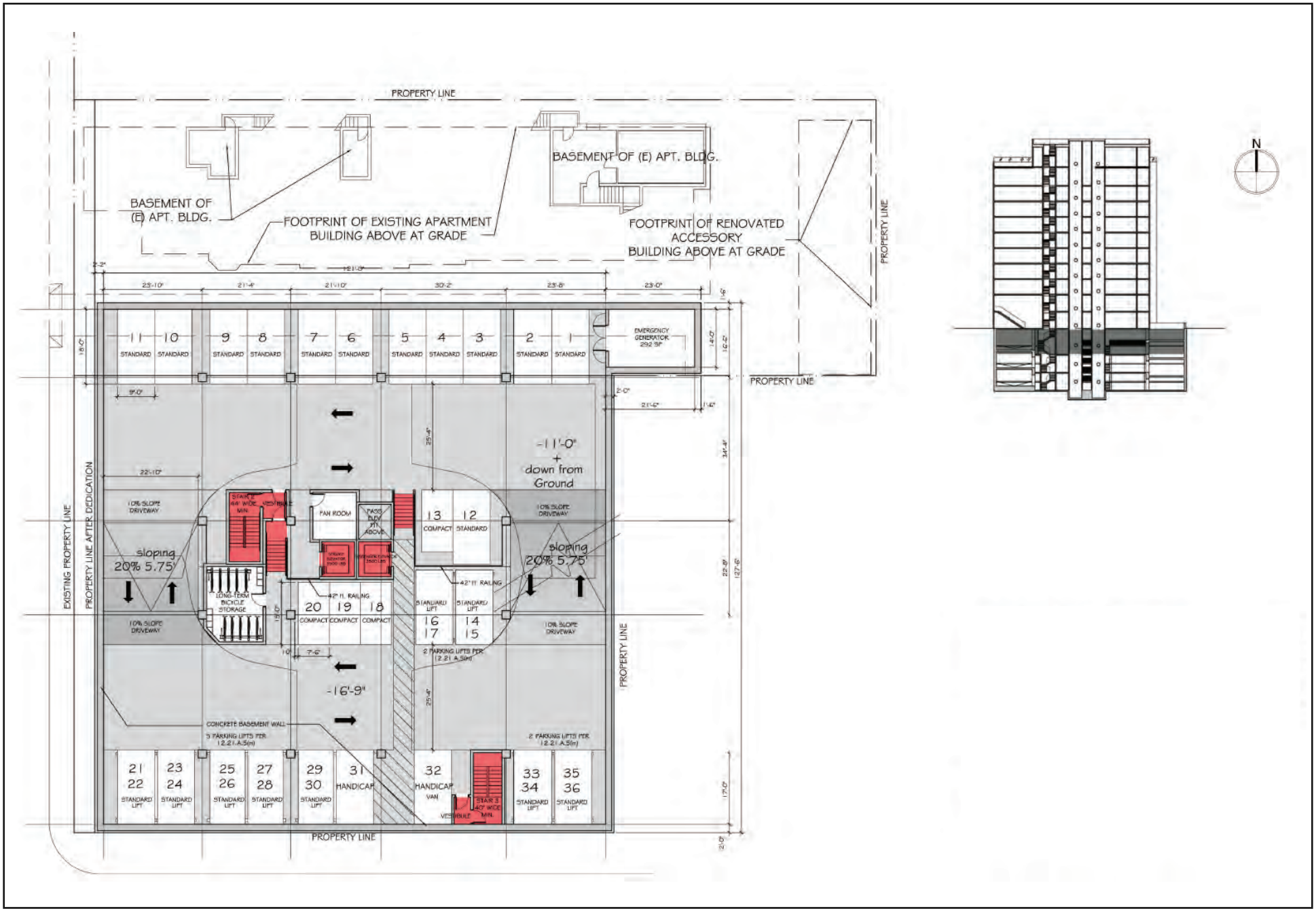
Figure II-8
Basement 2 Level Floor Plan



Source: ARC PAC (USA), Inc.; Lake Flato Architects; Roschen Van Cleve Architects, February 6, 2017.

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Figure II-9
Basement 1 Level Floor Plan

Source: ARC PAC (USA), Inc.; Lake Flato Architects; Roschen Van Cleve Architects, January 22, 2018.

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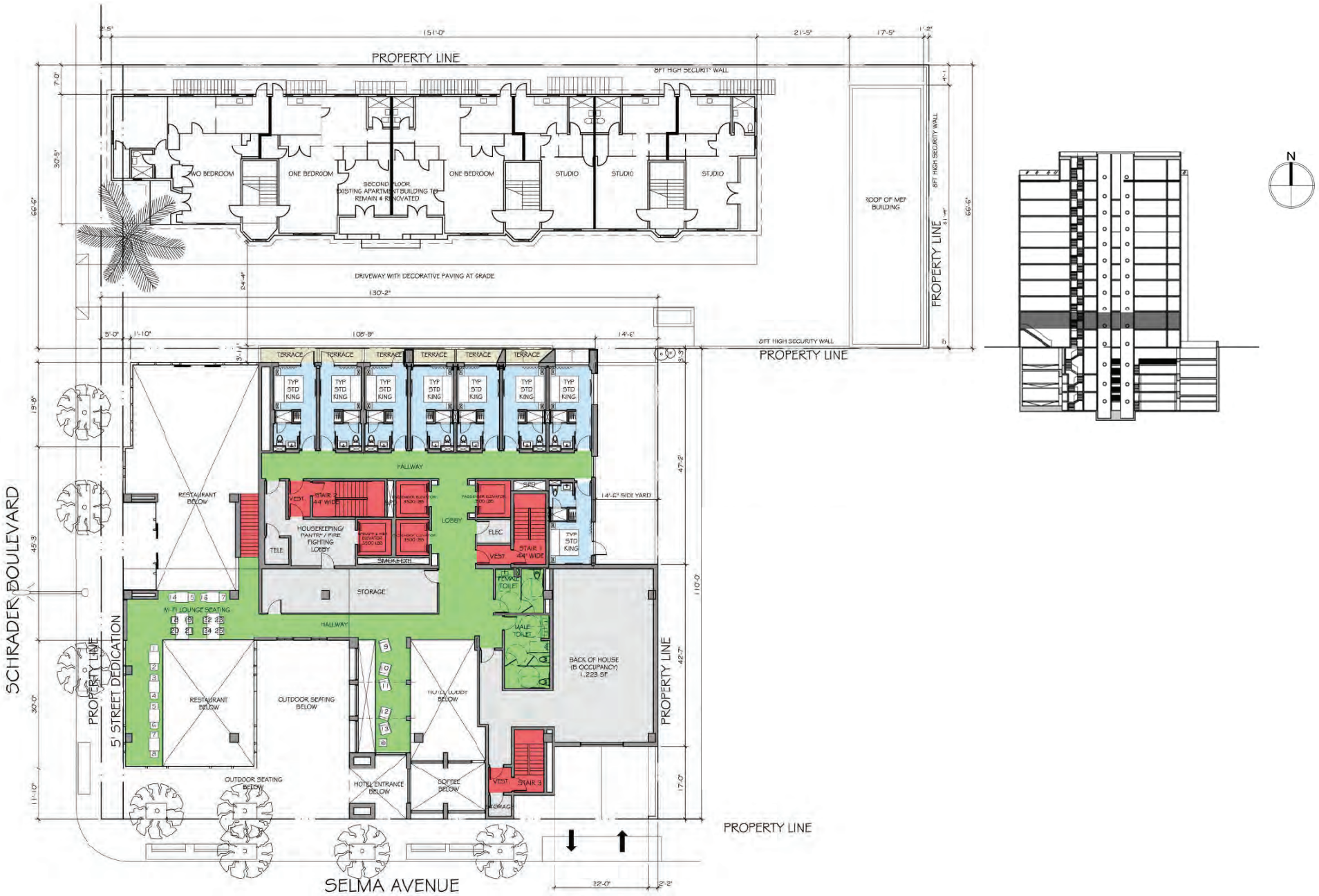
Figure II-10
Ground Level Floor Plan



Source: ARC PAC (USA), Inc.; Lake Flato Architects; Roschen Van Cleve Architects, January 22, 2018.

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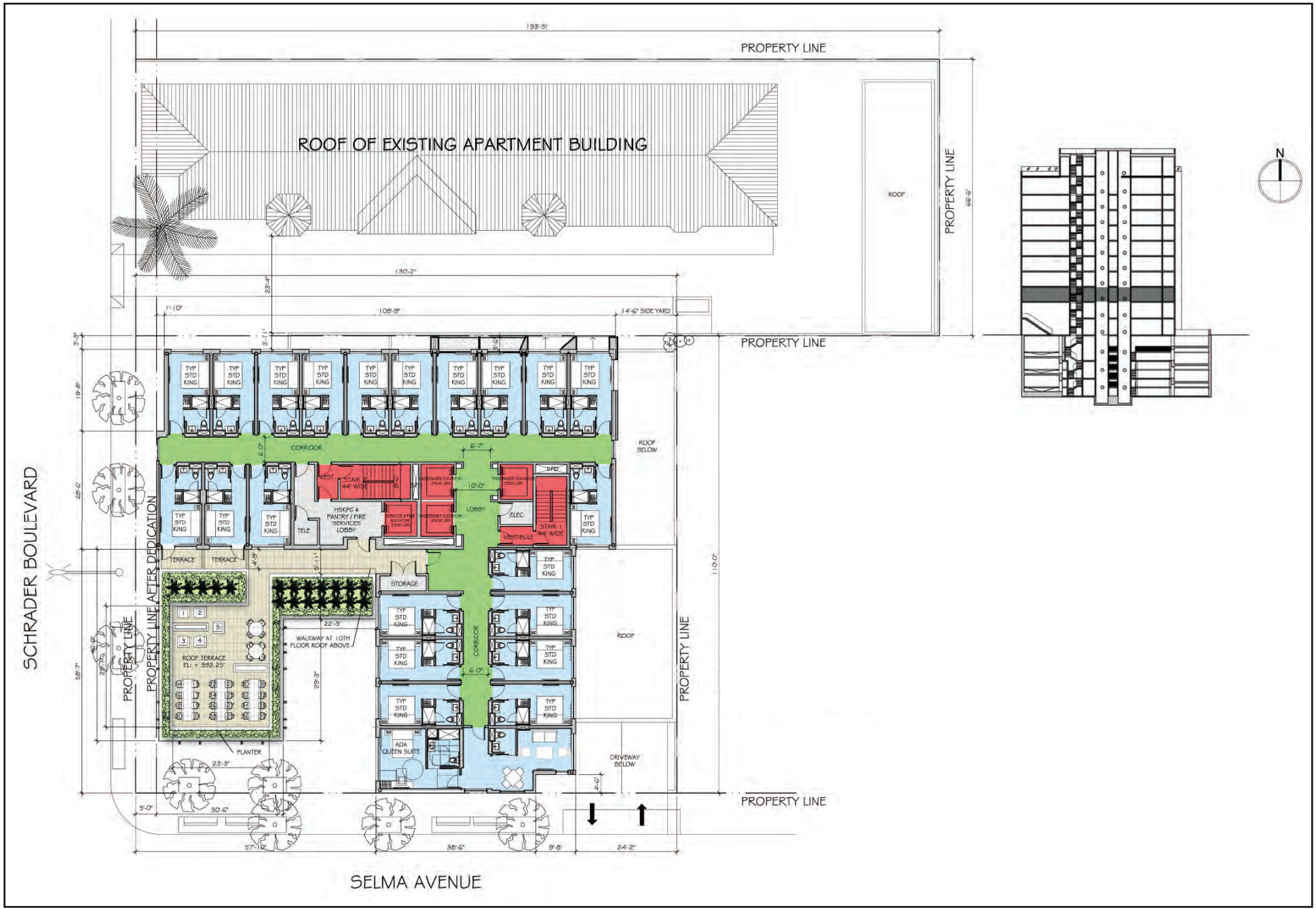
Figure II-11
Second Level Floor Plan



Source: ARC PAC (USA), Inc.; Lake Flato Architects; Roschen Van Cleve Architects, January 22, 2018.

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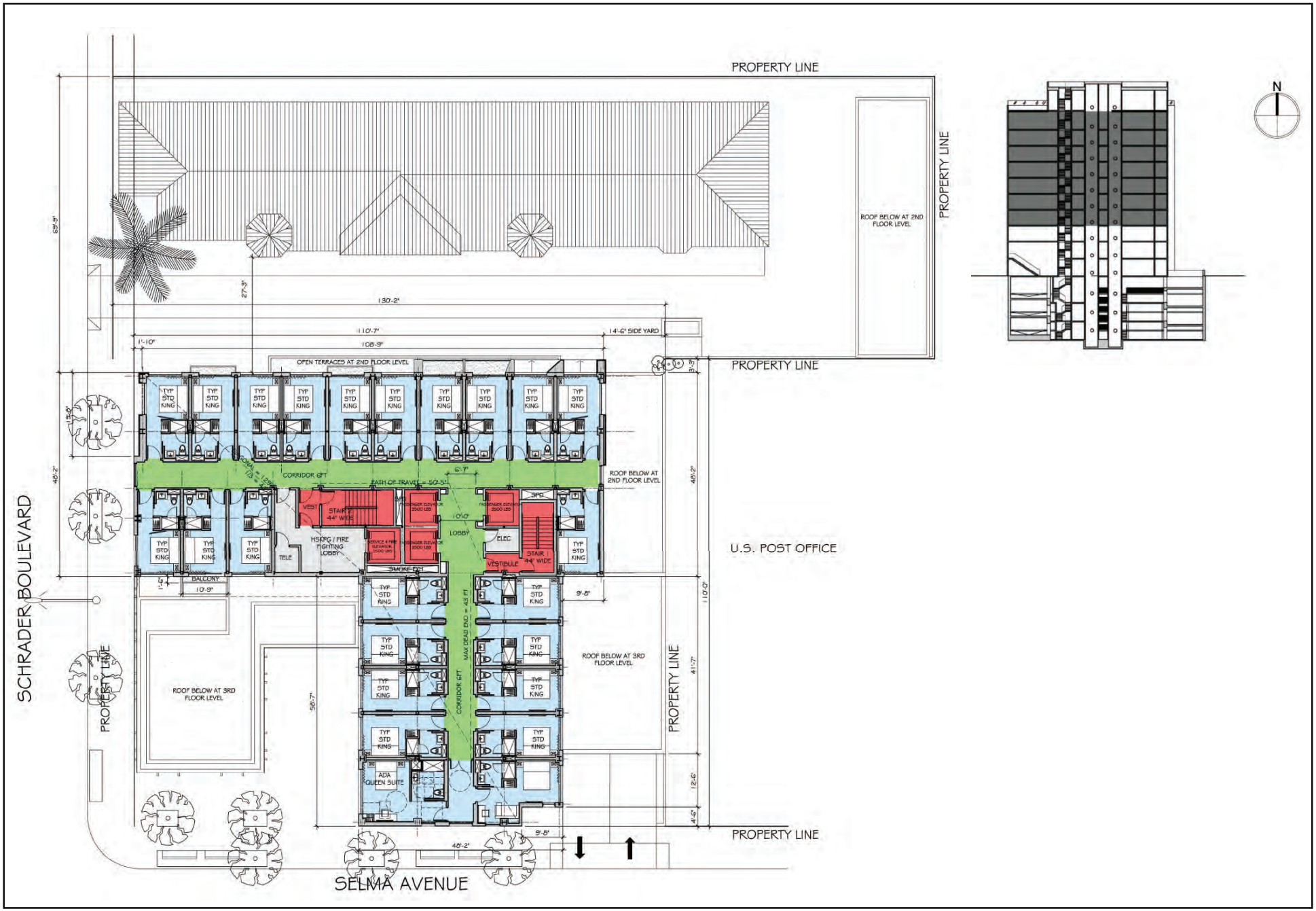
Figure II-12
Third Level Floor Plan



Source: ARC PAC (USA), Inc.; Lake Flato Architects; Roschen Van Cleve Architects, January 22, 2018.

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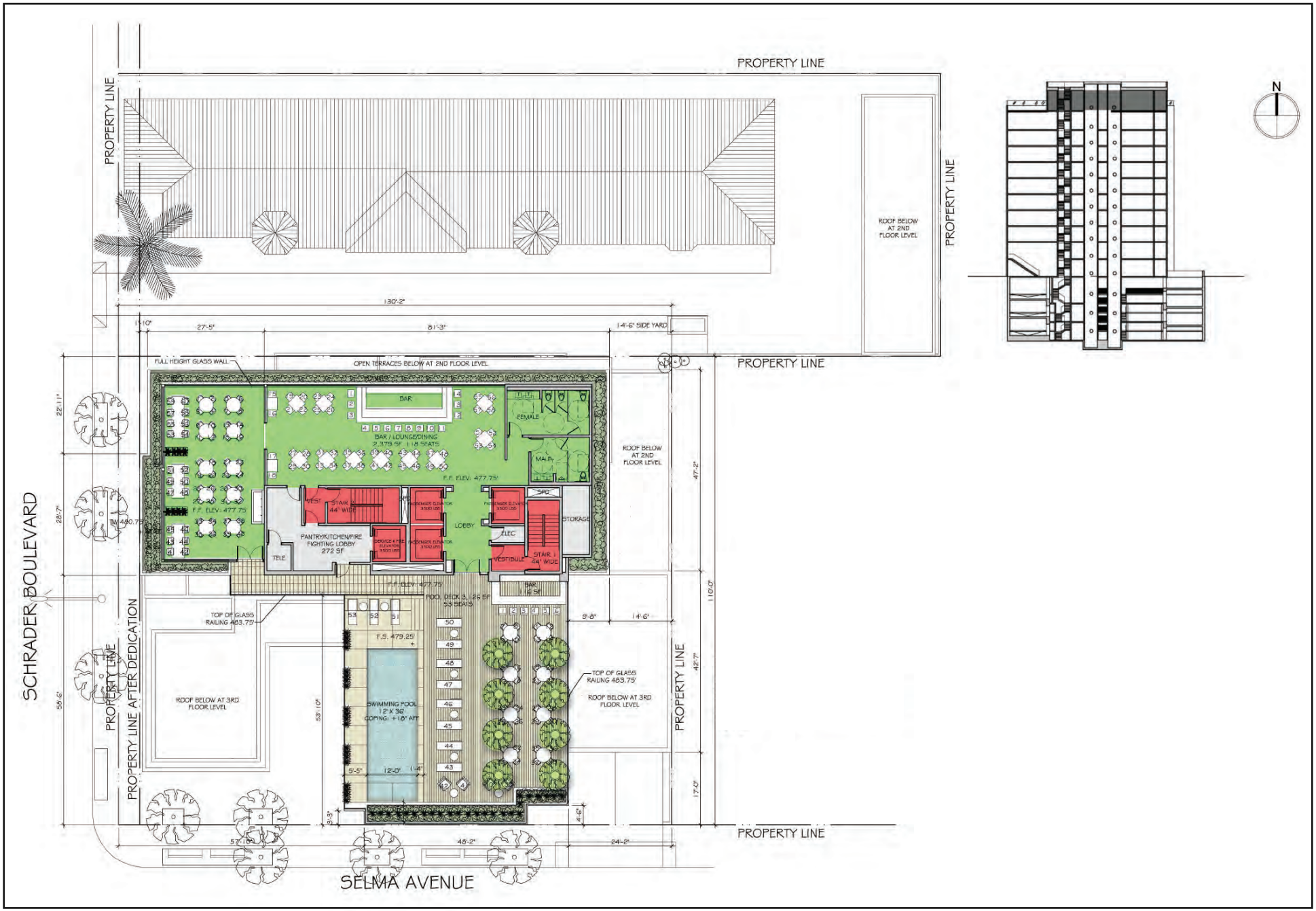
Figure II-13
Level 4 through 9 Floor Plans



Source: ARC PAC (USA), Inc.; Lake Flato Architects; Roschen Van Cleve Architects, January 22, 2018.

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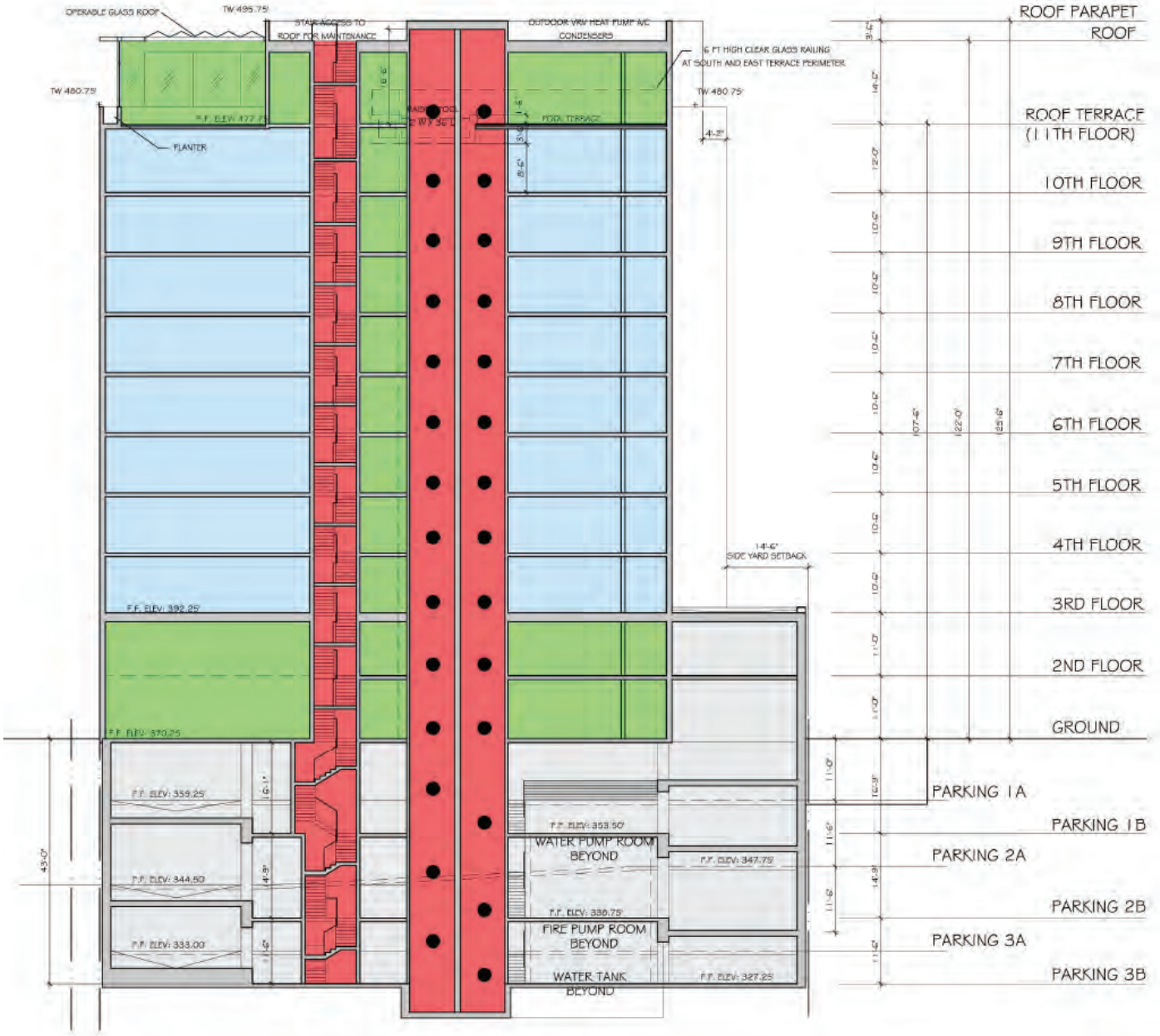
Figure II-14
Roof Terrace (11th Level) Floor Plan



Source: ARC PAC (USA), Inc.; Lake Flato Architects; Roschen Van Cleve Architects, February 6, 2017.

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Figure II-15
Building Section

Source: ARC PAC (USA), Inc.; Lake Flato Architects; Roschen Van Cleve Architects, February 6, 2017.

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Figure II-16
South Elevation

Source: ARC PAC (USA), Inc.; Lake Flato Architects; Roschen Van Cleve Architects, February 6, 2017.

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Figure II-17
West Elevation

Source: ARC PAC (USA), Inc.; Lake Flato Architects; Roschen Van Cleve Architects, January 22, 2018.

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Figure II-18
North Elevation

Source: ARC PAC (USA), Inc.; Lake Flato Architects; Roschen Van Cleve Architects, January 22, 2018.

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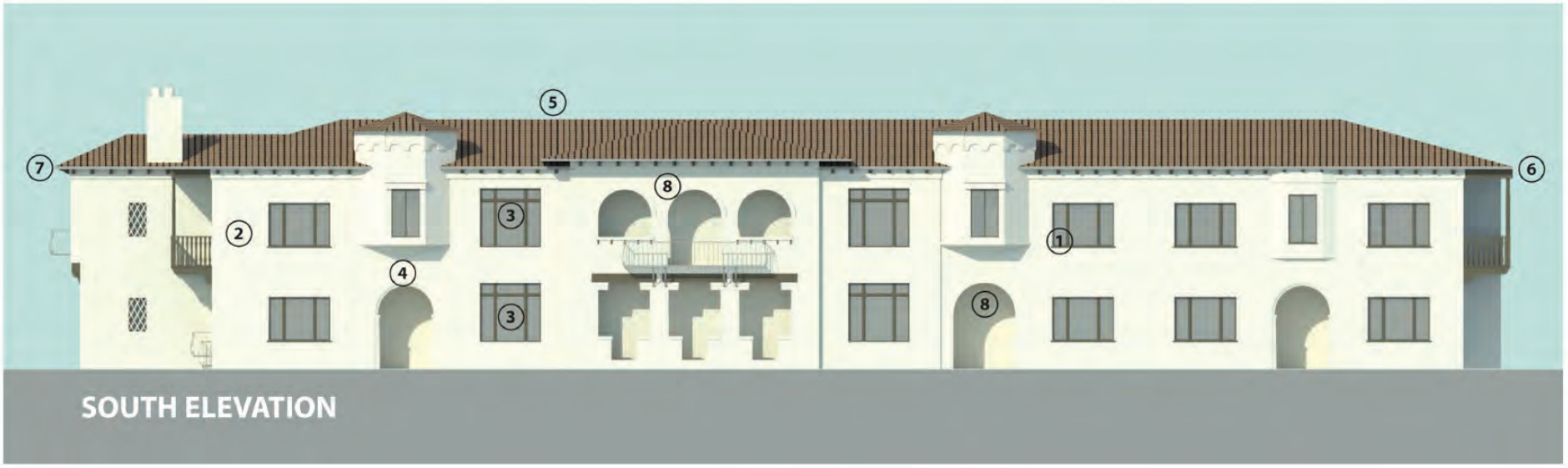
Figure II-19
East Elevation



RESTORATION NOTES:

1 REPLACE THRU-WALL AIR CONDITIONER
2 REMOVE THRU-WALL HEATER
3 REPLACE ALL SOUTH AND WEST FACING WINDOWS WITH WOOD WINDOWS WITH WOOD WINDOWS TO REPLICATE HISTORIC DETAIL
4 REPLACE EXTERIOR LIGHT FIXTURES WITH PERIOD APPROPRIATE FIXTURES
5 CONSIDER CLAY ROOF TILE
6 REPLACE ALL ROOF FASCIA BOARDS
7 CONSIDER CUSTOM ROOF GUTTERS AND DOWN SPOUTS
8 EXTERIOR BUILDING LIGHTING TO BE HISTORIC PERIOD APPROPRIATE

Source: ARC PAC (USA), Inc.; Lake Flato Architects; Roschen Van Cleve Architects, February 6, 2017.

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Figure II-20
South and West Elevations of Apartment Building

SOUTHWEST PERSPECTIVE

SOUTHEAST PERSPECTIVE

NORTHEAST PERSPECTIVE

NORTHWEST PERSPECTIVE

Source: ARC PAC (USA), Inc.; Lake Flato Architects; Roschen Van Cleve Architects, January 22, 2018.

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Figure II-21
Building Renderings

STREET VIEW OF SOUTHWEST CORNER

STREET VIEW OF SOUTHEAST CORNER

COURTYARD PERSPECTIVE - GROUND

COURTYARD PERSPECTIVE - AERIAL

Source: ARC PAC (USA), Inc.; Lake Flato Architects; Roschen Van Cleve Architects, February 6, 2017.

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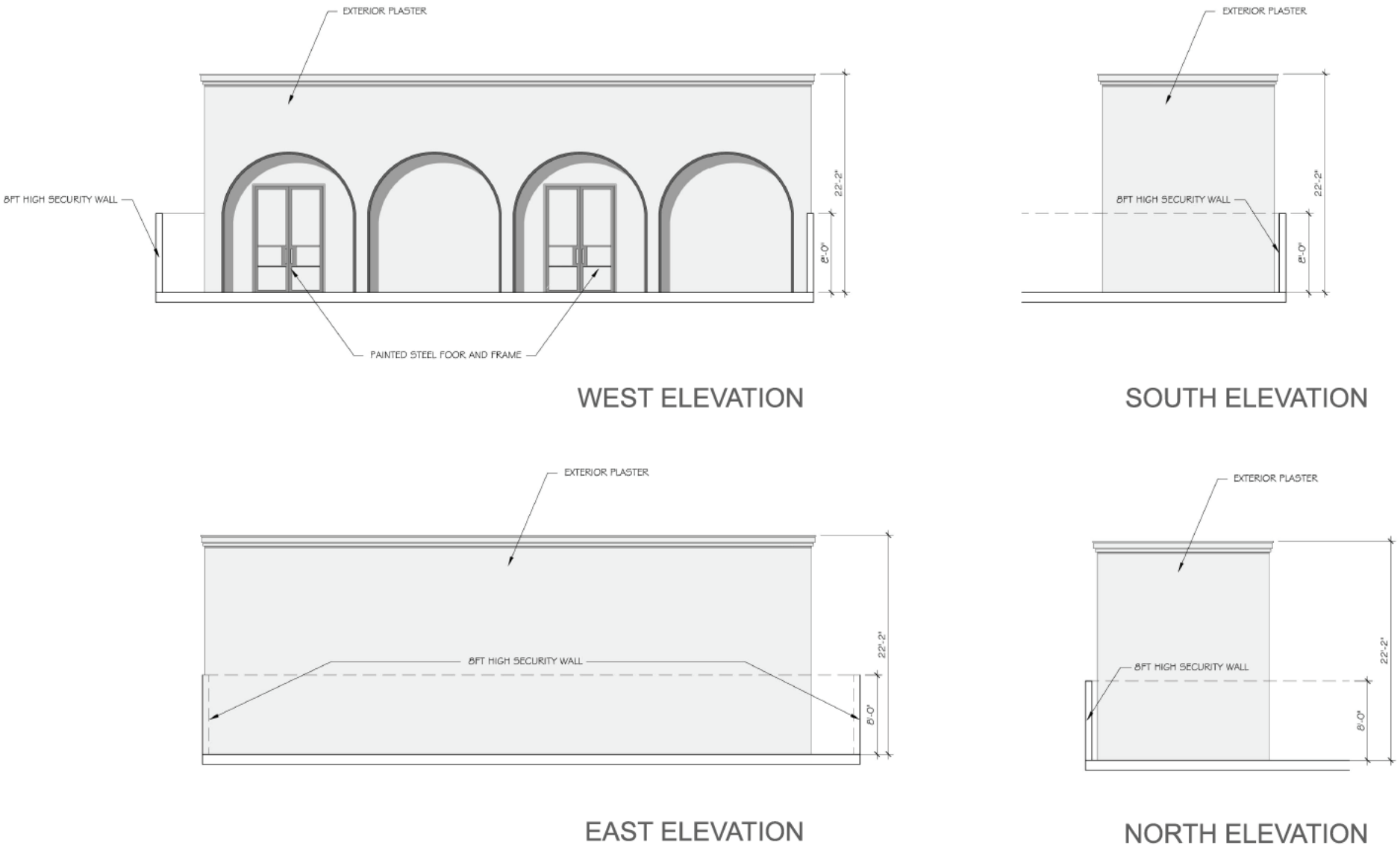
Figure II-22
Building Renderings of Hotel

Source: ARC PAC (USA), Inc.; Lake Flato Architects; Roschen Van Cleve Architects, February 6, 2017.

PARKER
ENVIRONMENTAL CONSULTANTS

Figure II-23
Building Renderings of Apartment Building



Source: ARC PAC (USA), Inc.; Lake Flato Architects; Roschen Van Cleve Architects, December 29, 2017.

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Figure II-24
Reconstructed Garage Building Elevations

The replacement single-story accessory garage building would be located within the same building footprint as the existing garage structure and approximately the same size and shape as the existing structure. The architectural style of the proposed accessory garage would mirror the Spanish Colonial Revival style of the existing multi-family apartment building that would remain on site. The exterior façade would include arched entryways with painted steel doors and frames. The height of the structure would be 22 feet, 2 inches and includes a flat roof. Building elevations of the proposed replacement garage structure are shown in Figure II-24.

The City of Los Angeles' City Planning Commission adopted the Citywide Design Guidelines on June 9, 2011. The Citywide Design Guidelines are divided into three documents for three types of projects: Residential: Multi-Family Residential & Commercial Mixed-Use Projects; Commercial: Pedestrian Oriented/Commercial & Mixed-Use Projects; and Industrial: Heavy Industrial, Limited and Light Industrial, Hybrid Industrial & Commercial Manufacturing. The Proposed Project is expected to comply with the Commercial Citywide Design Guidelines.

SETBACKS

Pursuant to LAMC Section 12.14, no front yard is required. No side and rear yard requirements apply for lots in the C2 Zone, if the buildings erected and used exclusively for commercial purposes. For all residential portions of the building, including hotel use, the R4 Zone side and rear yard requirements apply. Accordingly, the proposed hotel would include a 14 ½-foot side yard setback on the eastern property line and a 69-foot, 9-inch rear yard setback for the hotel portions of the building above the ground floor commercial uses. The Proposed Project would provide no setbacks along the southern property line fronting Selma Avenue. The existing apartment building would retain its existing setbacks: a 135-foot, 7-inch front yard setback, a 5-foot westerly and a 40-foot, 2-inch easterly side yard setback, and a 7-foot rear yard setback.

OPEN SPACE AND LANDSCAPING

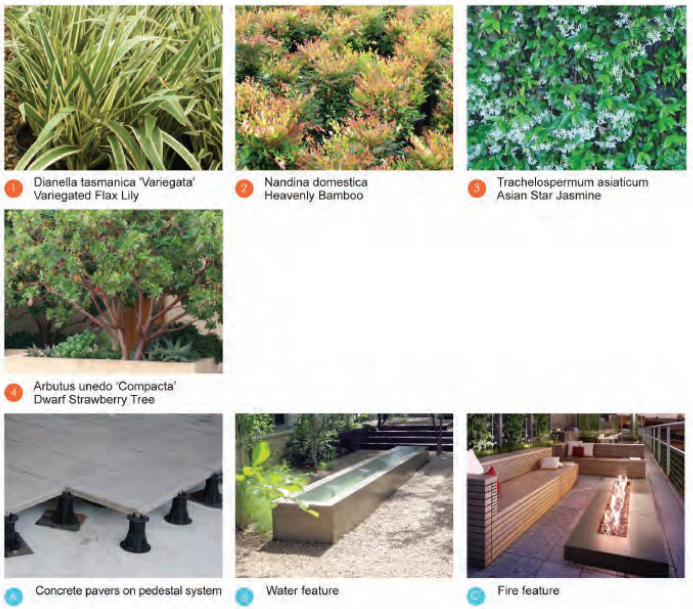
The Proposed Project includes approximately 8,313 square feet of landscaped common areas plus a 432 square-foot swimming pool. Amenities proposed within the hotel common open space areas include landscaped areas and seating areas on the ground floor (approx. 3,775 square feet); a landscaped lounging area on the third floor roof terrace (approx. 1,471 square feet); and landscaped lounging areas, a pool, and a pool terrace on the 11th floor (approx. 3,067 square feet, which does not account for the 432 square foot swimming pool). The outdoor areas would include water features, fire features, benches, and planters. The Proposed Project would place benches on the public right-of-way along Selma Avenue.

A total of 16 trees exist on the Project Site, of which 10 trees in an immediately adjacent to the surface parking lot would be removed. The *Phoenix Canariensis* tree in the apartment building property would remain. No street trees currently exist along the Project Site. The Proposed Project would include three (3) trees each along the public right-of-way along Selma Avenue and Schrader Boulevard. Refer to Figures II-25 through III-27, below, for the landscape plans for the ground floor, second floor, and roof terrace, respectively.

Source: Orange Street Studio, Inc. February 6, 2017.

PARKER ENVIRONMENTAL CONSULTANTS

Figure II-25
Landscape Plan - Ground Level



Source: Orange Street Studio, Inc. February 6, 2017.

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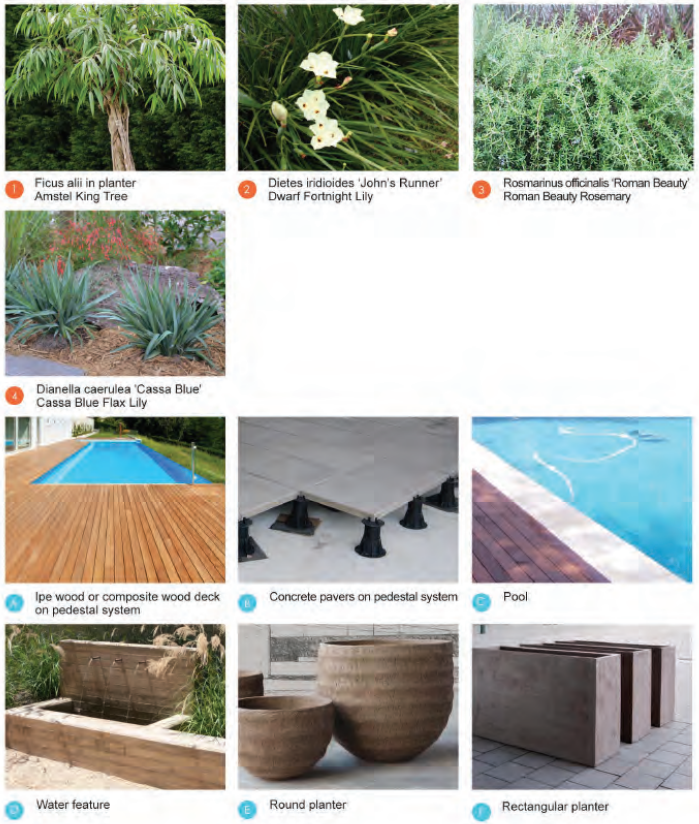
Figure II-26
Landscape Plan - Second Level



Source: Orange Street Studio, Inc. February 6, 2017.

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Figure II-27
Landscape Plan - Roof Terrace Level

PARKING AND ACCESS

Parking for the proposed hotel uses on-site would be provided in three levels of valet-served subterranean parking. The hotel anticipates a primary valet/guest drop-off zone along Selma Avenue adjacent to the main lobby, where valet operators will take cars for guests and restaurant visitors into the subterranean parking, accessed from a driveway on Selma Avenue.

Under the LAMC, the Proposed Project is required to provide one space for each individual guest room for the first 30 rooms; one additional space for each two guest rooms in excess of 30 but not exceeding 60; and one additional space for each three guest rooms in excess of 60 (LAMC Section 12.21 A.4(b)). The Project Site is also located within an Enterprise Zone (the Employment and Economic Incentive Program Area, ZI No. 2374), which provides for a reduction in the parking ratio for restaurant, bar, and related uses to two parking spaces for every 1,000 square feet. Pursuant to LAMC Section 12.21 A.4(x)(3), the Proposed Project would require a total of 108 spaces, which includes 91 hotel spaces; 11 restaurant spaces; and six (6) spaces for the existing apartment building. The Bicycle Ordinance (Ordinance No. 182,386) allows "new or existing automobile parking spaces required by the Code for all uses may be replaced by bicycle parking at a ratio of one automobile parking space for every four bicycle parking spaces provided." In conjunction with LAMC Section 12.21 A.4(b), the Proposed Project may utilize a 10 percent reduction in required parking spaces for the on-site hotel use, or nine (9) spaces, such that the Proposed Project would require a total of 99 spaces. The Proposed Project provides a total of 100 spaces, as summarized in Table II-3, and discussed in further detail below, and would therefore be consistent with the applicable parking requirements.

Table II-3
Summary of Required and Proposed Vehicle Parking Spaces

Description	Quantity	Rate	Spaces
Required			
Existing Apartment Parking	12 du	-- [a]	6
Restaurant [b]	5,557 sf	2/1000 sf	11
Hotel (198 guest rooms) [c]	--	--	--
Guestrooms 1-30	30	1 / room	30
Guestrooms 31-60	30	1 / 2 rooms	15
Guestrooms 61-198	138	1 / 3 rooms	46
10 percent reduction (pursuant to Bicycle Ordinance)			*-9*
		Parking Required:	99
Proposed			
		Parking Proposed:	***100***

Notes:
sf = square feet
[a] *The number of existing apartment parking spaces would be relocated to the proposed hotel's subterranean levels.*
[b] *ZI NO. 2374 (LAMC 12.21.A4(x)(3)), Enterprise Zone / Employment and Economic Incentive Program Area (EZ).*
[c] *LAMC Section 12.21 A 4(b)*
Source: Lake Flato Architects; ARC PAC (USA), Inc., February 6, 2017.

The Proposed Project provides on-site bicycle parking in bicycle storage spaces as required by LAMC Section 12.21 A16. Pursuant to LAMC Section 12.21 A16, one short-term bicycle parking space and one long-term bicycle parking space shall be provided per 2,000 square feet of restaurant; and one short-term bicycle parking space and one long-term bicycle parking space shall be provided per 20 guest rooms. The Proposed Project would be required to provide a total of 13 short-term bicycle parking spaces and 13 long-term bicycle parking spaces. Bicycle parking areas would be located on the ground floor (short-term spaces) and within garage level B-1 of the hotel building (long-term spaces). As summarized in Table II-4, below, the Proposed Project would provide a total of 36 bicycle parking spaces and would be consistent with the applicable bicycle parking requirements of the LAMC.

Table II-4
Summary of Required and Proposed Bicycle Parking Spaces

Description	Quantity	Parking Required [a]		Total Spaces Required		Total Spaces Provided	
		Short-Term	Long-Term	Short-Term	Long-Term	Short-Term	Long-Term
Restaurant	5,557 sf	1 / 2,000 sf	1 / 2,000 sf	3	3	--	--
Hotel	198 guestrooms	1 / 20 rooms	1 / 20 rooms	10	10	--	--
			TOTAL:	**13**	**13**	**18**	**18**

Notes: sf = square feet
[a] *LAMC 12.21 A.16. Bicycle Parking and Shower Facilities.*
Source: Lake Flato Architects; ARC PAC (USA), Inc., February 6, 2017.

PROJECT DESIGN FEATURES

The proposed Project incorporates several project design features that modify the physical and operational elements of the Project in an effort to promote good site planning. These project design features are included below, and are proposed as conditions that the project that must adhere to.

Project Design Features

The following project design features that have been incorporated as features within the Project's physical design and operational conditions that will further serve to reduce or eliminate the Proposed Project's noise impacts upon surrounding land uses:

PDF-1: The dining area on the roof level shall be fully enclosed from 12:00 a.m. through 2:00 a.m. The use of retractable doors and sliding glass walls is permitted provided they are designed with noise-attenuating features (physical as well as operational) by a licensed acoustical sound engineer to assure that operational sounds shall be inaudible beyond the property line.

PDF-2 Prior to the issuance of a Certificate of Occupancy, the audio system shall be installed and controlled with a digital audio processor that automatically adjusts output volume in response to changing ambient noise levels. The output volume shall be set not to exceed ambient active dining noise levels within the outdoor gathering spaces on the ground floor and third level terrace by more than 10 dBA, and not more than 84 dBA as measured from the edge of the rooftop deck on level L11. Documentation of the audio system's compliance with this measure shall be submitted to the Department of City Planning for the file.

PDF-3: The rooftop on the 11th Floor shall be surrounded on all sides with a minimum six-foot tall perimeter glass curtain wall. The outdoor terrace on the third floor shall be surrounded by a fritted glass curtain wall system along the west and south portions of the building.

PDF-4: Hours of operation approved herein are as follows:

a. The ground floor and third floor bar, lounge, outdoor courtyard and dining areas: 7:00 a.m. to 2:00 a.m.
b. The outdoor rooftop bar and lounge: 7:00 a.m. to 12:00 a.m. After 12:00 a.m., all rooftop activity shall be restricted to the enclosed dining (penthouse) area.
c. The enclosed dining (penthouse) area on the rooftop: 7:00 a.m. to 2:00 a.m.
d. Use of the outdoor rooftop areas after 12:00 a.m. and before 7:00 a.m. shall be restricted to routine maintenance and clean-up.
e. The doors to the rooftop's fully-enclosed dining (penthouse) area shall be kept closed from 12:00 a.m. through 2:00 a.m. Only the front door of the enclosed dining area (penthouse) shall be used for access. All other doors shall be equipped on the inside with an automatic locking device and shall be kept closed at all times other than to permit temporary access for delivery of supplies, trash removal, and emergencies. These doors shall be solid; no screen or ventilated materials permitted.
f. The doors to the rooftop's fully-enclosed dining (penthouse) area shall be closed whenever live entertainment (including DJs) and/or amplified music is played in the dining (penthouse) area.
g. Between 7:00 a.m. and 12:00 a.m. if the enclosed dining (penthouse) doors and/or windows are open and there is a complaint from the community regarding sound projecting beyond that part of the premises then the applicant shall without protestation be required to immediately close the doors and/or windows of the enclosed dining area (penthouse) for the remainder of the day. Compliance with this requirement shall not require verification of actual noise projecting beyond the premises. Any continued violation of this condition shall constitute grounds for the Director of Planning to require the applicant/operator to file a plan approval application together with the associated fees and to hold a public hearing to review the applicant's compliance with, and effectiveness of, this provision.

CONSTRUCTION

Construction Schedule/Phasing

For purposes of analyzing impacts associated with air quality, this analysis assumes a Project construction schedule of approximately 18.5 months, with final buildout occurring in 2020. Construction activities associated with the Proposed Project would be undertaken in five main steps: (1) demolition/site preparation, (2) excavation, grading and foundations, (3) building construction, (4) architectural coatings, and (5) paving. Each of the main steps is detailed below.

Demolition/Site Preparation Phase

This phase would include the demolition and removal of the paved surface parking lot (approx. 17,300 square feet of paved surface area) and its supporting structures (i.e., parking attendant booth and billboards), and the existing ancillary garage structure (approx. 1,060 square feet). In addition, this phase may include the removal of fences and associated debris. The demolition/site clearing would generate approximately 84 haul trips and be completed in approximately one month.

Excavation, Grading and Foundation Phase

After completion of demolition/site preparation, the excavation phase for the Proposed Project would occur for approximately four months and involve the cut and fill of land to ensure the proper base and slope for the building foundations. The Proposed Project would conservatively require approximately 27,500 cubic yards of soil to be hauled off-site in order to prepare and construct the three levels of subterranean parking and building. For analytical purposes, it is estimated that the excavation phase would generate approximately 1,965 haul trips distributed evenly over an approximate four-month period, resulting in approximately 23 round trips a day. Haul trips would occur outside of the peak hours and during the permissible hauling hours identified in the haul route to be approved by the Department of Building and Safety.

Building Construction Phase

The building construction phase includes the construction of the proposed building, connection of utilities to the building, building foundations, basement walls, parking structure, laying irrigation for landscaping, and landscaping the Project Site. The building construction phase would be completed in approximately nine months.

Architectural Coating, Finishing, and Paving

Upon completion of the structures, architectural coating, finishing, and paving would occur. The architectural finishing phase would involve installation of windows, doors, cabinetry, appliances, and would also involve the application of interior and exterior paint and finish-coating materials. Paving involves the laying of concrete or asphalt along the adjacent roads, setbacks, and

alleyway. It is estimated that the architectural coatings would occur for four months and the paving would occur over the last two weeks of the construction phase.

Temporary Right-of-Way Encroachment

Construction activities may necessitate temporary lane closures on streets adjacent to the Project Site on an intermittent basis for utility relocations/hook-ups, delivery of materials, and other construction activities. However, site deliveries and staging of all equipment and materials would be organized in the most efficient manner possible on-site to mitigate temporary impacts to the neighborhood and surrounding traffic. Construction equipment would be staged on-site for the duration of construction activities. Traffic lane and right-of-way closures, if required, will be properly permitted by the City agencies and conform to City standards.

Construction Hours

Unless stated otherwise, all construction activities would be performed in accordance with all applicable state and federal laws and City Codes and policies with respect to building construction and activities. As provided in Section 41.40 of LAMC, the permissible hours of construction within the City are 7:00 A.M. to 9:00 P.M. Monday through Friday, and between 8:00 A.M. and 6:00 P.M. on any Saturday or national holiday. No construction activities are permitted on Sundays. The Proposed Project would comply with these regulations.

Haul Route

Construction and demolition debris would be hauled off-site. All construction and demolition debris would be recycled to the maximum extent feasible. Demolition debris and soil materials from the Project Site that cannot be recycled or diverted would be hauled to the Sunshine Canyon or Chiquita Canyon landfills, which accept construction and demolition debris and inert waste from areas within the City of Los Angeles. The Sunshine Canyon Landfill is approximately 20 miles north of the Project Site (approx. 40 miles round trip). The Chiquita Canyon Landfill is approximately 33 miles to the north of the Project Site (approx. 66 miles round trip). For recycling efforts, the Downtown Diversion (operated by Waste Management, Inc.) or Clean Up America facility both accept construction and demolition waste for recycling and are both located approximately 11 miles southeast of the Project Site (approximately 22 miles round trip).

For purposes of analyzing the construction-related impacts, it is anticipated that the excavation and soil export would involve 18-wheel bottom-dump trucks. All truck staging would either occur on-site or at designated off-site locations and radioed into the Project Site to be filled. To reach Sunshine Canyon and Chiquita Canyon Landfills, the local haul route would utilize the 101 Freeway. The local haul route from the 101 Freeway would utilize Cahuenga Boulevard and Selma Avenue. The local haul route to the 101 Freeway would utilize Selma Avenue and Argyle Avenue. The haul route to and from the recycling centers would utilize Schrader Boulevard and Hollywood Boulevard. Cahuenga Boulevard is identified as an Avenue I and Avenue II street

along the proposed haul route. Hollywood is classified as an Avenue I street. Selma Avenue, Schrader Boulevard, and Argyle Avenue are classified as local streets. The haul route specified above may be modified in compliance with City policies, provided DOT and/or Street Services approves any such modification. Haul trips would occur outside of the peak hours and during the permissible hauling hours identified in the Department of Transportation's Traffic Impact Assessment Approval letter (DOT Case No. CEN17-45646).

RELATED PROJECTS

In accordance with CEQA Guidelines Section 15064(h), this IS/MND includes an evaluation of the Project's cumulative impacts. The guidance provided under CEQA Guidelines Section 15064 (h) is as follows:

> *"(1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.*
>
> *(2) A lead agency may determine in an initial study that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.*
>
> *(3) A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan*

or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.

(4) The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable."

In light of the guidance summarized above, an adequate discussion of a project's significant cumulative impact, in combination with other closely related projects, can be based on either: (1) a list of past, present, and probable future producing related impacts; or (2) a summary of projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect. (CEQA Guidelines Section 15130(b)(1)(A)-(B)). The lead agency may also blend the "list" and "plan" approaches to analyze the severity of impacts and their likelihood of occurrence. Accordingly, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment, when considered in conjunction with the Proposed Project, were identified for evaluation. In addition, where relevant to the environmental analysis, the assessment of the project's cumulative impacts with respect to growth and infrastructure is based on whether the Proposed Project would conflict with existing adopted plans and policies.

The related projects identified are included in Table II-5, Related Projects List, below. A total of 158 related projects were identified within the affected Project area. An analysis of the cumulative impacts associated with these related projects and the Proposed Project are provided under each individual environmental impact category in Section III of this IS/MND. The locations of the related projects are shown in Figure II-28, Related Projects Location Map.

Table II-5
Related Projects List

	Project Name	Location/Address	Project Description	Size	Units
1	Mixed-Use	3400 N. Cahuenga Blvd	Apartments Retail Office Health Club	53 5,000 11,385 40,300	du sf sf sf
2	McCadden Campus (LGBT)	1118-1139 N. McCadden Pl	Senior Housing Youth Units Office Senior/Youth Center	100 92 17,040 29,650	du du sf sf
3	Sunset Millennium	8500 W. Sunset Blvd	Hotel Restaurant/Retail Theater Dining	371 34,000 7,000 2,500	room sf sf sf
4	Desmond's Tower	5500 W. Wilshire Blvd	Apartments	175	du
5	Condominium	3450 N. Cahuenga Blvd	Condominiums Retail	68 59,000	du sf
6	Gaju Market (New California Market)	450 S. Western Ave	Retail	130,500	sf
7	Paseo Plaza Mixed-Use	5651 W. Santa Monica Blvd	Apartments Retail	437 378,000	du sf
8	BLVD 6200 Mixed-Use	6200 W. Hollywood Blvd	Apartments Retail	952 190,000	du sf
9	Sunset and Vine Mixed-Use	1538 N. Vine St	Apartments Retail	306 68,000	du sf
10	Sunset Bronson Studios	5800 W. Sunset Blvd	Office	404,799	sf
11	La Brea	101 S. La Brea Ave	Condominiums Retail Other	180 26,400 3,000	du sf sf
12	Third St Mixed-Use Project	5863 W. 3rd St	Apartments Retail	60 5,350	du sf
13	Yucca St Condos	6230 W. Yucca St	Condominiums Commercial	85 13,890	du sf
14	Office	959 N. Seward St	Office	240,000	sf
15	Archstone Hollywood Mixed-Use Project	6911 W. Santa Monica Blvd	Condominium Retail	374 15,000	du sf
16	Residential Projects (Apartments)	3716 N. Barham Blvd	Apartments	364	du
17	6516-6525 Selma Hotel	6516 W. Selma Ave	Hotel	200	room
18	Mixed-Use	5245 W. Santa Monica Blvd	Apartments Retail	68 51,674	du sf
19	Selma Hotel	6417 W. Selma Ave	Hotel Restaurant	180 12,840	room sf
20	Hollywood Production Center	1149 N. Gower St	Residential	57	du
21	Hanover Gower Mixed-Use	6100 W. Hollywood Blvd	Apartments Retail	220 4,580	du sf
22	Gas Station & Convenience Store	3704 N. Cahuenga Blvd	Convenience Store	1,700	sf
23	Wilshire & Crescent Heights Mixed-Use	6245 W. Wilshire Blvd	Bank Apartments Condominiums	4,200 133 4	sf du du

	Project Name	Location/Address	Project Description	Size	Units
			Coffee Shop	1,570	sf
24	Mixed-Use Office/Retail	936 N. La Brea Ave	Office Retail	88,750 12,000	sf sf
25	Pantages Theater Office	6225 W. Hollywood Blvd	Office	214,000	sf
26	Selma & Vine Office Project	1601 N. Vine St	Office Commercial	121,609 2,613	sf sf
27	Argyle Hotel Project	1800 N. Argyle Ave	Hotel	225	room
28	Seward St Office Project	956 N. Seward St	Office	130,000	sf
29	NBC Universal Evolution Plan	100 Universal City Plaza	Theme Park, Production Studio, and Entertainment District Master Plan	--	--
30	Restaurant	6757 W. Hollywood Blvd	Restaurant	17,717	sf
31	Mixed-Use	1311 Cahuenga Blvd	Apartments Retail	369 2,570	du sf
32	Hotel & Restaurant Project	6381 W. Hollywood Blvd	Hotel Restaurant	80 15,290	room sf
33	Residential	6298 W. 3rd St	Condominiums	300	du
34	Television Center (TVC Expansion)	6300 W. Romaine St	Office Gym Dance Studio	114,725 40,927 38,072	sf sf sf
35	Western Galleria Market	100 N. Western Ave	Apartments Retail	98 30,000	du sf
36	Hollywood Center Studios Office	6601 W. Romaine St	Office Storage	104,155 1,970	sf sf
37	Selma Community Housing	1603 N. Cherokee Ave	Apartments	66	du
38	Beverly & Fairfax Mixed-Use	7901 W. Beverly Blvd	Apartments Retail	71 11,454	du sf
39	Hudson Building	6523 W. Hollywood Blvd	Restaurant	15,000	sf
40	La Brea Gateway	915 N. La Brea Ave	Supermarket Apartments	33,500 179	sf du
41	375 Luxe	375 N. La Cahuenga Blvd	Apartments Retail	125 7,900	du sf
42	Residential	712 N. Wilcox Ave	Apartments	100	du
43	Restaurant & Deli	5500 W. Hollywood Blvd	Restaurant Deli	4,648 1,000	sf sf
44	Mixed-Use	316 N. La Cienega Blvd	Apartments Café Retail	45 800 3,680	du sf sf
45	Mixed-Use	1610 N. Highland Ave	Apartments Retail	248 14,710	du sf
46	Highland Ave Indigo Hotel Project	1841 N. Highland Ave	Business Hotel	100	room
47	Millennium Hollywood Mixed-Use Project	1740 N. Vine St	Apartments Hotel Office Fitness Club Retail Restaurant	492 200 100,000 35,000 15,000 34,000	du room sf sf sf sf
48	Paramount Studios	5555 W. Melrose Ave	Sound Stage	21,000	sf

	Project Name	Location/Address	Project Description	Size	Units
			Stage Support	1,900	sf
			Production Office	635,500	sf
			Office	638,100	sf
			Retail	64,200	sf
49	4900 Hollywood Mixed-Use	4900 W. Hollywood Blvd	Apartments	200	du
			Retail	25,000	sf
50	Apartments	1411 N. Highland Ave	Apartments	90	du
51	Apartment Project	1824 N. Highland Ave	Apartments	118	du
52	Hotel	1133 N. Vine St	Hotel	112	room
53	The Lexington Mixed-Use	6677 W. Santa Monica Blvd	Apartments	695	du
			Commercial	24,900	sf
54	Columbia Square Mixed-Use	6121 W. Sunset Blvd	Apartment	200	du
			Office	422,500	sf
			Restaurant	25,500	sf
			Retail	16,500	sf
			Health Club	15,000	sf
55	Mixed-Use (High Line West)	5550 W. Hollywood Blvd	Apartments	278	du
			Retail	12,500	sf
56	Tutoring Center	927 N. Highland Ave	School	100	stu
			School	18	emp
57	Kaiser Permanente Medical Office	4905 W. Hollywood Blvd	Office	89,000	sf
58	Office – Museum Square	5757 W. Wilshire Blvd	Office	249,500	sf
59	Restaurants	135 N. Western Ave	Restaurant	11,904	sf
60	6200 W. Sunset Blvd	6200 W. Sunset Blvd	Apartments	270	du
			Restaurant	10,000	sf
			Retail	2,420	sf
61	Mixed-Use	7120 W. Sunset Blvd	Apartments	44	du
			Commercial	2,900	sf
62	Sunset Crescent Heights	8150 Sunset Blvd	Apartments	249	du
			Retail	51,150	sf
			Supermarket	24,811	sf
			Bank	5,094	sf
			Restaurant	22,189	sf
			Dance Studio	8,095	sf
63	Academy Museum of Motion Pictures	6067 W. Wilshire Blvd	Museum	5,000	vis
			Museum	135	emp
			Store	5,000	sf
			Restaurant	4,000	sf
64	Ametron	1546 N. Argyle Ave	Apartments	276	du
			Retail/Restaurant	30,431	sf
65	Sunset + Wilcox	1541 N. Wilcox Ave	Hotel	225	room
			Restaurant	13,004	sf
66	Mixed-Use	1350 N. Western Ave	Apartment	52	du
			Retail	4,200	sf
67	Palladium Residences	6201 W. Sunset Blvd	Apartments	731	du
			Restaurant	5,000	sf
			Retail	21,000	sf
			Coffee Shop	2,000	sf
68	5600 W. Hollywood Blvd	5600 W. Hollywood Blvd	Apartments	32	du

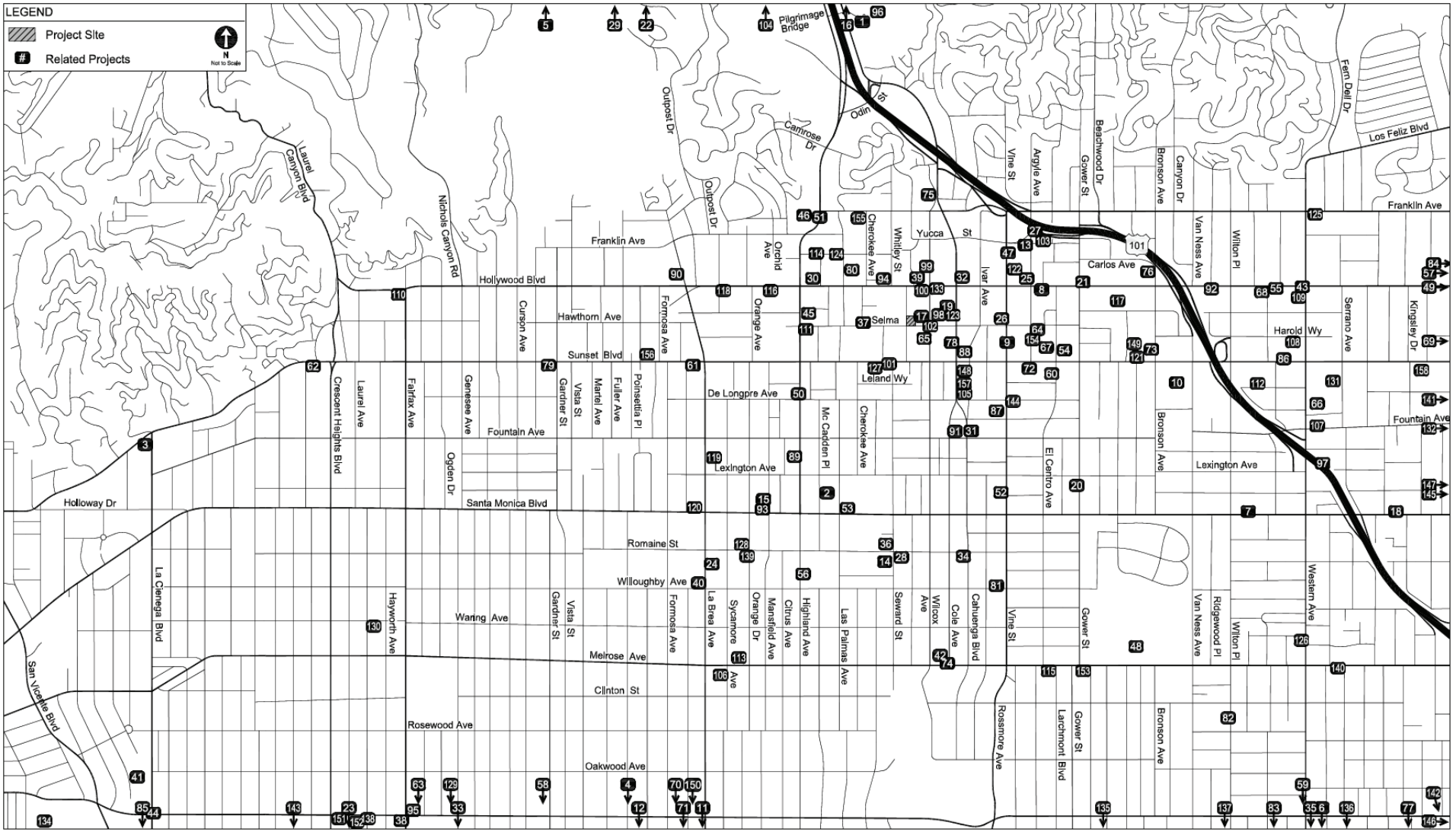
	Project Name	Location/Address	Project Description	Size	Units
			Commercial	1,300	sf
69	City Lights Mixed-Use	1515 N. Hillhurst Ave	Apartments Retail Restaurant Coffee/Donut Shop	202 5,350 5,050 3,025	du sf sf sf
70	925 La Brea Ave	925 S. La Brea Ave	Retail Office	17,000 53,000	sf sf
71	904 La Brea Ave	904 S. La Brea Ave	Apartments Retail	169 40,000	du sf
72	6250 Sunset (Nickelodeon)	6250 W. Sunset Blvd	Apartments Office Other Retail	200 13,510 13,471 4,700	du sf sf sf
73	Mixed-Use	5901 Sunset Blvd	Office Supermarket	274,000 26,000	sf sf
74	2014 Residential	707 N. Cole Ave	Apartments	84	du
75	Hotel	1921 Wilcox Ave	Hotel Restaurant	159 3,050	room sf
76	1717 Bronson Ave	1717 N. Bronson Ave	Apartments	93	du
77	Hotel & Retail	4110 W. 3rd St	Hotel Retail	173 2,780	room sf
78	Cahuenga Blvd Hotel	1525 N. Cahuenga Blvd	Hotel Commercial Restaurant	64 1,500 3,550	room sf sf
79	Sunset Mixed-Use	7500-7510 W. Sunset Blvd	Apartments Retail	236 30,000	du sf
80	Las Palmas Residential (Hollywood Cherokee)	1718 N. Las Palmas Ave	Condominiums Apartment Retail	29 195 985	du du sf
81	Mixed-Use	901 N. Vine St	Apartments Retail Restaurant	85 4,000 4,000	du sf sf
82	Apartments	525 N. Wilton Place	Apartments	88	du
83	Apartments	3875 W. Wilshire Blvd	Apartments	220	du
84	Hardware Store	4905 W. Hollywood Blvd	Retail	36,600	sf
85	Caruso Affiliated	333 S. La Cienega Blvd	Apartments Supermarket Restaurant	162 27,000 3,560	du sf sf
86	Target Retail Shopping Center Project	5520 W. Sunset Blvd	Discount Store Shopping Center	163,862 30,887	sf sf
87	Academy Square	1341 Vine St	Office Apartments Commercial	233,665 250 49,135	sf du sf
88	Ivar Gardens Hotel	6409 W. Sunset Blvd	Hotel Retail	221 1,893	room sf
89	Mixed-Use	1233 N. Highland Ave	Apartments	72	du
90	Mixed-Use	7107 Hollywood Blvd	Apartments Restaurant Retail	410 5,000 5,000	du sf sf

	Project Name	Location/Address	Project Description	Size	Units
91	Mixed-Use	1310 N. Cole Ave	Apartments Office	375 2,800	du sf
92	5750 Hollywood	5750 Hollywood Blvd	Apartments Commercial	162 5,000	du sf
93	Mixed-Use at 6901 Santa Monica Blvd	6901 Santa Monica Blvd	Apartments Restaurant Retail	231 5,000 10,000	du sf sf
94	Hyatt House Hotel & Retail	6611 W. Hollywood Blvd	Hotel Retail Restaurant	167 10,500 5,400	room sf sf
95	Jewish Family Service	320 N. Fairfax Ave	Office	28,341	sf
96	John Anson Ford Theater	2580 Cahuenga Blvd East	Theater Restaurant Office	311 5,400 30	seat sf emp
97	Hollywood Central Park	Hollywood Freeway (US-101)	Park, Ampitheater, Neighborhood Uses	38	acre
98	TAO Restaurant	6421 W. Selma Ave	Hotel Quality Restaurant	114 17,607	room sf
99	Wilcox Hotel	1717 Wilcox Ave	Hotel Restaurant	140 10,000	room sf
100	Restaurant & Multi-Purpose Entertainment Venue	6506 W. Hollywood Blvd	Bar/Restaurant	13,000	sf
101	Hotel	6600 W. Sunset Blvd	Hotel	50	room
102	Hotel	6500 Selma Ave	Hotel Restaurant	70 4,320	room sf
103	Mixed-Use	6220 W. Yucca St	Hotel Apartments Restaurant	260 191 6,980	room du sf
104	Apartments	2864 N. Cahuenga Blvd	Apartments	300	du
105	Tommie Hotel	1400 N. Cahuenga Blvd	Hotel Retail Restaurant	175 600 5,053	room sf sf
106	Melrose Crossing Mixed-Use	7000 Melrose Ave	Apartments Retail	40 7,565	du sf
107	Apartments	5460 W. Fountain Ave	Apartments	75	du
108	SunWest Project Mixed-Use	5525 W. Sunset Blvd	Apartments Commercial	293 33,980	du sf
109	Mixed-Use	1657 N. Western Ave	Apartments Retail Office Senior Housing	91 39,350 25,900 16	du sf sf du
110	7900 Hollywood Residential	7900 Hollywood Blvd	Apartments	50	du
111	Hollywood Crossroads	1540-1552 Highland Ave	Residential Hotel Office Commercial/Retail	950 308 95,000 185,000	du room sf sf
112	Hollywood De Longpre Apartments	5632 De Longpre Ave	Apartments	185	du
113	Mixed-Use	6915 Melrose Ave	Condominiums Retail	13 7,500	du sf

	Project Name	Location/Address	Project Description	Size	Units
114	Apartments & Retail	6758 W. Yucca St	Apartments Retail	270 8,500	du sf
115	Condos & Retail	5663 Melrose Ave	Condominiums Retail	96 3,350	du sf
116	Retail & Office Building	6904 W. Hollywood Blvd	Retail Office	29,900 16,700	sf sf
117	Residential Development	6001 W. Carlton Way	Condominium	42	du
118	Apartments	7046 W. Hollywood Blvd	Apartments	42	du
119	Mixed-Use	1222 N. La Brea Ave	Apartments Commercial/Retail	187 19,559	du sf
120	Mixed-Use	7113 W. Santa Monica Blvd	Apartments Commercial/Retail	184 13,350	du sf
121	Sunset & Gordon Mixed-Use	5935 W. Sunset Blvd	Condominium Office Restaurant Retail	311 40,000 8,500 5,000	du sf sf sf
122	CitizenM Hotel	1718 Vine St	Hotel	216	room
123	Restaurant Expansion	1615 N. Cahuenga Blvd	Restaurant	10,270	sf
124	Apartments	1749 Las Palmas Ave	Apartments	38	du
125	Mixed-Use	1868 N. Western Ave	Apartments Retail	104 13,500	du sf
126	747 N. Western Ave	747 N. Western Ave	Apartments Retail	44 7,700	du sf
127	6630 W. Sunset Blvd	6630 W. Sunset Blvd	Apartments	40	du
128	1001 N. Orange Drive	1001 N. Orange Drive	Office	53,000	sf
129	LACMA	5905 Wilshire Blvd	Museum	387,500	sf
130	750 N. Edinburgh	750 N. Edinburgh Ave	Single-Family	8	du
131	Sunset & Western	5420 W. Sunset Blvd	Apartments Supermarket Commercial Live/Work Space	732 60,000 38,000 9,000	du sf sf sf
132	Sunset-Junction	4000-4301 Sunset Blvd	Apartments Commercial	297 25,877	du sf
133	Hollywood/Wilcox	6430-6440 W. Hollywood Blvd	Apartments Office Retail Restaurant	260 3,580 11,020 3,200	du sf sf sf
134	Cedars-Sinai Medical Center Project – West Tower	8723 W. Alden Drive	Medical Building	100	bed
135	Apartments	850 S. Crenshaw Blvd	Apartments	44	du
136	4074 W. 5th St Mixed-Use	4074 W. 5th St	Apartments Retail	119 13,000	du sf
137	Mixed-Use	3986 W. Wilshire Blvd	Apartments Coffee Shop Restaurant Retail	228 5,000 5,000 12,000	du sf sf sf
138	Edin Park	8001 W. Beverly Blvd	Retail Restaurant	12,865 15,245	sf sf
139	7007 W. Romaine St Office and	7007 W. Romaine St	Office	53,356	sf

	Project Name	Location/Address	Project Description	Size	Units
	Retail		Retail	3,555	sf
140	Mixed-Use	4914 W. Melrose Ave	Live/Work Retail	45 3,760	du sf
141	Hospital Seismic Retrofit	1300 N. Vermont Ave	Office	30,933	sf
142	Postpartum Extended Care & Retail	257 S. Mariposa Ave	Retail Apartments	3,490 98	sf du
143	Hotel 6399 Wilshire Blvd	6399 W. Wilshire Blvd	Hotel	176	room
144	Onni Group Mixed-Use Development	1360 N. Vine St	Apartments Commercial	420 60,000	du sf
145	Hotel-Restaurant	1629 N. Griffith Park Blvd	Hotel Restaurant Bar/Lounge	26 3,784 2,497	room sf sf
146	AMCAL – Meridian Apts	241 N. Vermont Ave	Apartments Retail	100 5,000	du sf
147	4121 Santa Monica Shopping Center	4121 W. Santa Monica Blvd	Shopping Center	14,378	sf
148	6400 Sunset Mixed-Use	6400 Sunset Blvd	Apartments Retail Restaurant	192 3,000 4,000	du sf sf
149	Mixed-Use	5939 W. Sunset Blvd	Apartments Office Retail	299 36,688 13,279	du sf sf
150	Mixed-Use	850 S. La Brea Ave	Apartments Retail	40 4,000	du sf
151	Unified Elder Care Facility/Mixed-Use	8052 W. Beverly Blvd	Synagogue Apartments Medical Office Retail	5,000 102 15,000 1,000	sf du sf sf
152	8000 Beverly Mixed-Use	8000 W. Beverly Blvd	Apartments Restaurant	48 7,400	du sf
153	Melrose & Beachwood	5570 W. Melrose Ave	Apartments Commercial	52 5,277	du sf
154	Selma & Argyle Mixed-Use Development	1546 Argyle Ave	Apartments Restaurant Retail	276 15,000 9,000	du sf sf
155	Montecito Senior Housing	6650 W. Franklin Ave	Senior Apartments	68	du
156	The Chaplin Hotel Project	7219 W. Sunset Blvd	Hotel Restaurant	96 2,800	room sf
157	Godfrey Hotel	1400 N. Cahuenga Blvd	Hotel Restaurant	220 2,275	room sf
158	6140 Sunset	6140 Sunset Blvd	Hotel Condominiums Restaurant	102 27 11,460	room du sf

Notes: du = dwelling unit; sf = square feet; gsf = gross square feet; emp = employee; stu = student; vis = visitors
Source: Gibson Transportation Consulting, Inc., April 2017.



Source: Gibson Transportation Consulting, Inc. April 2017.

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Figure II-28
Related Projects Location Map

II. PROJECT DESCRIPTION
C. ENTITLEMENT REQUESTS

1600 Hudson, LLC ("Applicant") is requesting approval of the following discretionary actions:

(1) A **Vesting Tract Map** pursuant to LAMC Section 17.15, to permit the airspace subdivision of the property into six (6) lots containing one master lot and five (5) airspace lots containing the existing apartment building, three subterranean parking levels, the ground floor restaurant space, 10 hotel floors, and the rooftop;

(2) A **Vesting Zone and Height District Change**, pursuant to LAMC Section 12.32 F, from C4-2D to [Q]C2-2D to permit the new construction of a 198-guestroom hotel, and the exterior rehabilitation of the existing apartment building, and demolition and replacement of the existing detached garage building into a hotel accessory building for mechanical equipment, resulting in 83,605 square feet of floor area and a Floor Area Ratio of 3.14:1;

(3) A **Master Conditional Use Permit**, pursuant to LAMC Section 12.24 W.1, for the sale and dispensing of a full-line of alcoholic beverages for on-site consumption in conjunction with the proposed ground floor restaurant and bar/lounge, a ground floor outdoor dining area, a second-floor outdoor terrace, a rooftop restaurant and bar/lounge, an outdoor rooftop patio area and hotel room controlled-access liquor cabinets; and

(4) **Site Plan Review**, pursuant to LAMC Section 16.05 to permit the construction, use, and maintenance of a hotel with greater than 50 guest rooms.

(5) A **Zoning Administrator's Adjustment**, pursuant to LAMC Section 12.28, to allow:

(a) a non-conforming 7-foot rear yard of an existing building to remain in place on the subject property, in lieu of a 15-foot rear yard as otherwise required for a two-story building by LAMC Section 12.11 C.3; and

(b) a non-conforming 1-foot side yard of an existing building to remain in place on the subject property, in lieu of a 5-foot side yard as otherwise required for a two-story building by LAMC Section 12.11 C.2.

Other approvals (as needed), ministerial or otherwise, may be necessary, as the City finds appropriate in order to execute and implement the Proposed Project. Other responsible governmental agencies may also serve as a responsible agency for certain discretionary approvals associated with the construction process, which include, but are not limited to the South Coast Air Quality Management District (construction-related air quality emissions) and the Regional Water Quality Control Board, Los Angeles Region (construction- related water quality).

III. ENVIRONMENTAL IMPACT ANALYSIS

INTRODUCTION

This section of the Initial Study addresses the environmental issues and subject areas identified in the Initial Study Checklist (Appendix G to the State CEQA Guidelines, C.C.R. Title 14, Chapter 3, § 15000-15387). The analytical methodology and thresholds of significance are based on the City of Los Angeles' *L.A. CEQA Thresholds Guide (2006)* unless otherwise noted.

ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

Senate Bill 743 - Environmental Quality: Transit Oriented Infill Projects

In 2013, the State of California enacted Senate Bill 743 (SB 743),[1] which provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." Public Resources Code (P.R.C.) § 21099 defines an "employment center project" as a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located in a transit priority area. A "transit priority area" is defined as an area within one-half mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." (See P.R.C. § 21099(7)). A "Major Transit Stop" is defined as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." (See P.R.C. § 21064.3). And lastly, an "Infill Site" is defined as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. (See P.R.C. § 21061.3).

Based on the criteria set forth above, the Proposed Project is a mixed-use and employment center project located on an infill site within a Transit Priority Area as defined by SB 743.[2] The Project Site is located within 0.5 miles of the Hollywood and Vine Metro Station and Hollywood

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[1] *SB 743 is codified as Public Resources Code Section 21099.*

[2] *City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: www.zimas.lacity.org, accessed October 2016.*

and Highland Metro Station. The Project Site is also located within close proximity to numerous bus routes, which include, but are not limited to, Metro Local lines 2, 210, 212, 217, 222, 237, and 656; Metro Limited lines 302 and 312; Metro Rapid 780; and LADOT line DASH Hollywood. See Figure II-1, Project Location Map in Section II, Project Description. Accordingly, the Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099. While Section 21099 prohibits aesthetic impacts from being considered significant environmental impacts pursuant to CEQA, it does not affect the ability of the City of Los Angeles to implement design review through its ordinances or other discretionary powers.

a) Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. As discussed above, pursuant to SB 743 and the provisions set forth by P.R.C. § 21099, the Proposed Project is classified as a mixed-use and employment center project on an infill lot in a transit priority area and, as such, its aesthetic impacts shall not be considered a significant impacts on the environment. Therefore, the Proposed Project's potential to result in a substantial adverse effect on a scenic vista is less than significant.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a city-designated scenic highway?

Less Than Significant Impact. As discussed above, pursuant to SB 743 and the provisions set forth by P.R.C. § 21099, the Proposed Project is classified as a mixed-use and employment center project on an infill lot in a transit priority area and, as such, its aesthetic impacts shall not be considered a significant impact on the environment. With respect to potential impacts upon historic resources, see Section V, Cultural Resources of this IS/MND.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. As discussed above, pursuant to SB 743 and the provisions set forth by P.R.C. § 21099, the Proposed Project is classified as a mixed-use and employment center project on an infill lot in a transit priority area and, as such, its aesthetic impacts shall not be considered a significant impacts on the environment.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. As discussed above, pursuant to SB 743 and the provisions set forth by P.R.C. § 21099, the Proposed Project is classified as a mixed-use and employment center project on an infill lot in a transit priority area and, as such, its aesthetic impacts shall not be considered a significant impacts on the environment.

Cumulative Impacts

Less Than Significant Impact. The application of Public Resources Code Section 21099 provides that the aesthetic impacts of mixed-use and employment center project, such as the Proposed Project, upon an infill site within a transit priority area shall not be considered significant impacts on the environment. Development of the Proposed Project in conjunction with the 158 related projects would result in an intensification of existing prevailing land uses in the Hollywood area of the City of Los Angeles. Development of the related projects is expected to occur in accordance with adopted plans and regulations. With respect to the overall visual quality of the surrounding neighborhood, related projects, as may be applicable, would be subject to site plan review by the Los Angeles Department of City Planning for review and approval. Each related project subject to the City's citywide design guidelines, Community Plan, and Redevelopment Plan as applicable would be consistent and compatible with the surrounding area. Through regulatory code compliance and applicable site plan review, each project would be constructed as approved and in a manner that is consistent with and compatible with the existing urban form and character of the surrounding environment. Therefore, cumulative aesthetic impacts would be less than significant.

II. AGRICULTURE AND FORESTRY RESOURCES

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

No Impact. The Project Site is located within a highly developed area of the Hollywood Community Plan area in the City of Los Angeles. No farmland or agricultural activity exists on the Project Site, nor are there any farmland or agricultural activities in the vicinity of the Project Site. According to the "Los Angeles County Important Farmland 2014" map, which was prepared by the California Department of Conservation, Division of Land Resource Protection, the soils at the Project Site are not candidate for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[3] Therefore, no impact to agricultural lands would occur.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?

No Impact. The Project Site is currently zoned C4-2D with a General Plan land use designation of Regional Center Commercial and is not zoned for agricultural production, and no farmland

[3] *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2014, Map. ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/los14.pdf, accessed October 2016.*

activities exist on-site. The Applicant is requesting a Vesting Zone Change / Height District change to [Q]C2-2D to allow for the Proposed Project, which would not be zoned for agricultural production. In addition, no Williamson Act Contracts are in effect at the Project Site.[4] Therefore, no impact would occur.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The Project Site is zoned C4-2D with a land use designation of Regional Center Commercial in the Hollywood Community Plan. The Project Site is not zoned as forestland or timberland, and there is no timberland production at the Site. The proposed Vesting Zone Change and Height District Change would not zone the Project Site for forestland or timberland uses. Therefore, no impact would occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project Site is fully developed and currently contains a two-story apartment building, detached garage building and a paved surface parking lot. The Project Site is located in a highly developed area in the Hollywood Community Plan area of the City of Los Angeles. There are currently 16 non-protected trees on the Project Site. As noted in Appendix B to this MND, these trees are ornamental and not protected under the City's Protected Tree Ordinance. No forested lands or protected vegetation exist on or in the vicinity of the Project Site. Therefore, no impact would occur.

e) Would the project 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?

No Impact. Neither the Project Site, nor nearby properties, are currently utilized for agricultural or forestry uses. As discussed above, the Project Site is not classified in any "Farmland" category designated by the State of California. According to the "Los Angeles County Important Farmland 2014" map, prepared by the California Department of Conservation, Division of Land Resource Protection, the Project Site soils are not candidates for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. [5] Therefore, no impact would occur.

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[4] State of *California Department of Conservation, Los Angeles County Williamson Act FY 2015-2016, website*: *http://www.conservation.ca.gov/dlrp/lca, accessed November 2016.*

[5] *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2014, Map. ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/los14.pdf, accessed October 2016.*

Cumulative Impacts

No Impact. Development of the Proposed Project in combination with the 158 related projects would not result in the conversion of State-designated agricultural land from agricultural use to a non-agricultural use, nor result in the loss of any forest land or conversion of forest land to non-forest use. The Los Angeles County Important Farmland 2014 Map maintained by the California Division of Land Resource Protection indicates that the Project Site and surrounding area are not included in the Important Farmland category.[6] The Project Site is located in an urbanized area in the Hollywood Community Plan of the City of Los Angeles and does not include any State-designated agricultural lands or forest uses. Therefore, no cumulative impact would occur.

III. AIR QUALITY

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. A significant air quality impact could occur if the Proposed Project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The most recent AQMP was adopted by the Governing Board of the South Coast Air Quality Management District (SCAQMD) on March 3, 2017 ("2016 AQMP"). The 2016 AQMP represents a thorough analysis of existing and potential regulatory control options, includes available, proven, and cost-effective strategies, and seeks to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gasses and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The 2016 AQMP recognizes the critical importance of working with other agencies to develop funding and incentives that encourage the accelerated transition to cleaner vehicles, and the modernization of buildings and industrial facilities to cleaner technologies in a manner that benefits not only air quality, but also local businesses and the regional economy. In addition, the Southern California Association of Governments (SCAG) recently approved their 2016 RTP/SCS that include transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained within baseline emissions inventory in the 2016 AQMP. The transportation strategy and transportation control measures (TCMs), included as part of the 2016 AQMP and SIP for the South Coast Air Basin, are based on SCAG's 2016 RTP/SCS and Federal Transportation Improvement Program (FTIP). For purposes of assessing a project's consistency with the AQMP, projects that are consistent with the growth forecast projections of employment and population forecasts identified in the RTP/SCS are considered consistent with the AQMP, since the growth projections contained in the RTP/SCS form the basis of the land use and transportation control portions of the AQMP.

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[6] *Ibid.*

As discussed in Section XIII.(a), the Proposed Project is consistent with the regional growth projections for the Los Angeles Subregion and is consistent with the smart growth policies of the 2016-2040 RTP/SCS to increase housing density within close proximity to High-Quality Transit Areas (HQTA). An HQTA is defined as a generally walkable transit village or corridor within one half-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. The Proposed Project would concentrate new development and jobs within a half of a mile (walking distance) from two Metro rail stations, the Hollywood/Highland station and the Hollywood/Vine station and is served by several Metro bus lines. Thus the Project's location provides opportunities for employees, guests, and visitors to use public transit to reduce vehicle trips. The Project Site is also located in a Transit Priority Area as defined by CEQA Sections 21099 and 21064.3. Studies by the California Department of Transportation, the U.S. Environmental Protection Agency and the Metropolitan Transportation Commission have found that focusing development in areas served by transit can result in local, regional and statewide benefits including reduced air pollution and energy consumption. The Proposed Project's mixed-use nature and close proximity to neighborhood-serving commercial/retail land uses and regional transit would result in fewer trips and a reduction to the Proposed Project's vehicle miles traveled (VMTs) as compared to the base trip rates for similar stand-alone land uses that are not located in close proximity to transit. Thus, because the Proposed Project would be consistent with the growth projections and regional land use planning policies of the 2016-2040 RTP/SCS, the Proposed Project would not conflict with or obstruct implementation of the 2016 AQMP, and Project impacts would be less than significant.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a project may have a significant impact where project-related emissions would exceed federal, State, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation.

Construction Emissions

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 18.5 months with buildout anticipated in 2020. This assumption is conservative and yields the maximum daily impacts. Construction activities associated with the Proposed Project would be undertaken in three main steps: (1) site clearing; (2) excavation, grading and foundations; and (3) building construction. The building construction phase includes the construction of the proposed buildings, connection of utilities to the buildings, paving, architectural coatings, and landscaping the Project Site. Construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities involving foundation preparation would primarily generate $PM_{2.5}$ and PM_{10} emissions. Mobile sources (such as diesel-fueled equipment on-site and traveling to and from the Project Site) would primarily generate NO_x emissions. The application of

architectural coatings would primarily result in the release of ROG/VOC emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time.

For purposes of this analysis, the following regulatory compliance measures have been identified as being applicable to the Proposed Project's construction activities:

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

As required by CEQA, the Proposed Project's construction emissions were quantified utilizing the California Emissions Estimator Model (CalEEMod *Version 2016.3.1*) as recommended by the SCAQMD. Table III-1, Estimated Peak Daily Construction Emissions, identifies the maximum daily emissions that are estimated to occur on peak construction days for each phase of Project construction. These calculations assume that appropriate dust control measures

Table III-1
Estimated Peak Daily Construction Emissions

Emission Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Demolition/Site Clearing Phase						
On-Site Fugitive Dust	--	--	--	--	0.37	0.06
On-Site Off-Road (Diesel	1.95	19.10	10.44	0.02	1.06	1.00
Off Site (Hauling, Vendor, Worker)	0.07	1.22	0.51	<0.01	0.14	0.04
Total Emissions	***2.02***	***20.32***	***10.95***	***0.02***	***1.57***	***1.10***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Grading/Excavation Phase						
On-Site Fugitive Dust	--	--	--	--	0.36	0.19
On-Site Off-Road (Diesel	1.46	14.75	11.39	0.02	0.75	0.71
Off Site (Hauling, Vendor, Worker)	0.33	9.49	2.35	0.03	1.18	0.34
Total Emissions	***1.79***	***24.24***	***13.74***	***0.05***	***2.29***	***1.24***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Building Construction Phase						
On-Site Off-Road Diesel Equipment	2.08	18.87	16.47	0.03	1.14	1.10
Off Site (Hauling, Vendor, Worker)	0.52	2.93	3.95	0.01	1.07	0.30
Total Emissions	***2.60***	***21.80***	***20.42***	***0.04***	***2.21***	***1.40***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Architectural Coating Phase						
On-Site Architectural Coating	9.75	--	--	--	0.00	0.00
On-Site Off-Road Diesel Equipment	1.53	11.29	11.49	0.02	0.77	0.76
Off-Site Hauling/Vendor/Worker	0.51	0.35	3.85	0.01	1.99	0.52
Total Emissions	***11.79***	***11.64***	***15.34***	***0.03***	***2.76***	***1.28***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Paving Phase						
On-Site Off-Road Diesel Equipment	0.83	7.84	7.71	0.01	0.43	0.40
Off-Site Hauling/Vendor/Worker	0.09	0.06	0.66	<0.01	0.20	0.05
Total Emissions	***0.92***	***7.90***	***8.37***	***0.01***	***0.63***	***0.45***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust and Rule 1113 – Architectural Coatings.
Calculation sheets are provided in Appendix A to this IS/MND.
Parker Environmental Consultants, 2017.

would be implemented as part of the Proposed Project during each phase of development, as required and regulated by SCAQMD. As shown in Table III-1, construction-related daily emissions associated with the Proposed Project would not exceed any regional SCAQMD significance thresholds for six criteria pollutants during the construction phases. Therefore, construction impacts are considered to be less than significant.

Operational Emissions

Since the surface parking lot provides parking for the surrounding land uses, it is assumed that the surface parking lot does not create any emissions. Air pollutant emissions are currently generated at the Project Site by the existing residential land uses. These uses generate air pollutant emissions from stationary sources, such as space and water heating, architectural coatings (paint), and mobile vehicle traffic traveling to and from the Project Site. The average daily emissions generated by the existing uses at the Project Site have been estimated utilizing the California Emissions Estimator Model (CalEEMod *Version 2016.3.1*) recommended by the SCAQMD. As shown in Table III-2, motor vehicles are the primary source of air pollutant emissions associated with existing uses at the Project Site.

Table III-2
Existing Daily Operational Emissions from the Project Site

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Area	0.21	0.01	0.99	<0.01	<0.01	<0.01
Energy	<0.01	0.56	0.02	<0.01	<0.01	<0.01
Mobile Sources	0.17	0.86	2.33	<0.01	0.58	0.16
Total Emissions	***0.38***	***1.43***	***3.34***	***<0.01***	***0.58***	***0.16***
Wintertime (Non-Smog Season) Emissions						
Area	0.21	0.01	0.99	<0.01	<0.01	<0.01
Energy	<0.01	0.56	0.02	<0.01	<0.01	<0.01
Mobile Sources	0.17	0.89	2.18	<0.01	0.58	0.16
Total Emissions	***0.38***	***1.46***	***3.19***	***<0.01***	***0.58***	***0.16***
Note: Calculation worksheets are provided in Appendix A to this IS/MND.						

The Proposed Project would result in the renovation of the existing residential structure, and the demolition of the surface parking lot for the development and operation of a mixed-use hotel with restaurant uses. Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities of the Proposed Project. Area source emissions would be generated by the consumption of natural gas and landscape maintenance. New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District

Regulation XIII, New Source Review. Mobile emissions would be generated by the motor vehicles traveling to and from the Project Site.

The analysis of daily operational emissions associated with the Proposed Project has been prepared utilizing CalEEMod (*Version 2016.3.1*) recommended by the SCAQMD. The results of these calculations are presented in Table III-3, Estimated Daily Operational Emissions. As shown, the operational emissions generated by the Proposed Project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Proposed Project would be less than significant.

Table III-3
Proposed Project Estimated Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Summertime (Smog Season) Emissions						
Area	2.12	0.01	1.02	<0.01	<0.01	<0.01
Energy (Natural Gas)	0.09	0.81	0.66	<0.01	0.06	0.06
Mobile (Vehicles)	2.57	10.99	21.40	0.06	4.53	1.25
Proposed Project Emissions	***4.78***	***11.81***	***23.08***	***0.06***	***4.59***	***1.31***
Less Existing Emissions	*-0.38*	*-1.43*	*-3.34*	*- <0.01*	*-0.58*	*-0.16*
NET Project Emissions [a]	**4.40**	**10.38**	**19.74**	**0.06**	**4.01**	**1.15**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Potentially Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Wintertime (Non-Smog Season) Emissions						
Area	2.12	0.01	1.02	<0.01	<0.01	<0.01
Energy (Natural Gas)	0.09	0.81	0.66	<0.01	0.06	0.06
Mobile (Vehicles)	2.44	11.02	21.25	0.06	4.53	1.26
Proposed Project Emissions	***4.65***	***11.84***	***22.93***	***0.06***	***4.59***	***1.32***
Less Existing Emissions	*-0.38*	*-1.46*	*-3.19*	*- <0.01*	*-0.58*	*-0.16*
NET Project Emissions [a]	**4.27**	**10.38**	**19.74**	**0.06**	**4.01**	**1.16**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Potentially Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Note:
[a] The "Net Proposed Project Emissions" include the renovated 12-unit apartment building, which conforms to current building standards and codes and subtracts the emissions from the existing apartment building.
Source: CalEEMod (2016.3.1). Calculation worksheets are provided in Appendix A to this IS/MND.
Parker Environmental Consultants, 2017.

c) Would the project 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 threshold for ozone precursors)?

Less Than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project adds a considerable cumulative contribution to federal or State non-attainment pollutants. As the Basin is currently in State non-attainment for ozone, PM_{10}, and $PM_{2.5}$, related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. In regards to determining the significance of the Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment.

As discussed under Question III.(b) above, the Proposed Project would not generate construction or operational emissions that exceed the SCAQMD's recommended regional thresholds of significance. Therefore, the Proposed Project would not generate a cumulatively considerable increase in emissions of the pollutants for which the Basin is in non-attainment, and impacts would be less than significant.

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Based on the *L.A. 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. Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large. 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.[7]

Localized Significance Thresholds

The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD,[8] apply to projects that are less than or equal to five acres

[7] *South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993, page 5-1.*

[8] *South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, June 2003, Revised July 2008.*

in size and are only applicable to the following criteria pollutants: NO_x, CO, PM_{10}, and $PM_{2.5}$. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each SRA. For PM_{10}, the LSTs were derived based on requirements in SCAQMD Rule 403 — Fugitive Dust. For $PM_{2.5}$, the LSTs were derived based on a general ratio of $PM_{2.5}$ to PM_{10} for both fugitive dust and combustion emissions.

LSTs are provided for each of SCAQMD's 38 source receptor areas (SRA) at various distances from the source of emissions. The Project Site is located within SRA 1, which covers the Central Los Angeles County area. As shown in Figure III-1, Air Quality Sensitive Receptors, the nearest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the Proposed Project include multi-family residential buildings, a hostel, a hotel, the Selma Avenue Elementary and Larchmont Charter School campus, and Selma Park. Given the proximity of these sensitive receptors to the Project Site, the LSTs with receptors located within 25 meters (82.02 feet) are used to address the potential localized air quality impacts associated with the construction-related NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions for each construction phase.

Localized Construction Emissions

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations, especially during the demolition and grading phases. The Project Site's lot area is approximately 0.62 acres. Since thresholds are provided for 1-, 2-, or 5- acre sites only, the threshold for an approximate 1/2-acre site was estimated using linear regression, as recommended by SCAQMD. As shown in Table III-4, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for an approximate 1/2-acre site in SRA 1. These calculations assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, as required by SCAQMD Rule 403 - 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. Therefore, with implementation of the regulatory code compliance measures discussed above, localized air quality impacts from construction activities to the off-site sensitive receptors would be less than significant.

Localized Operational Emissions

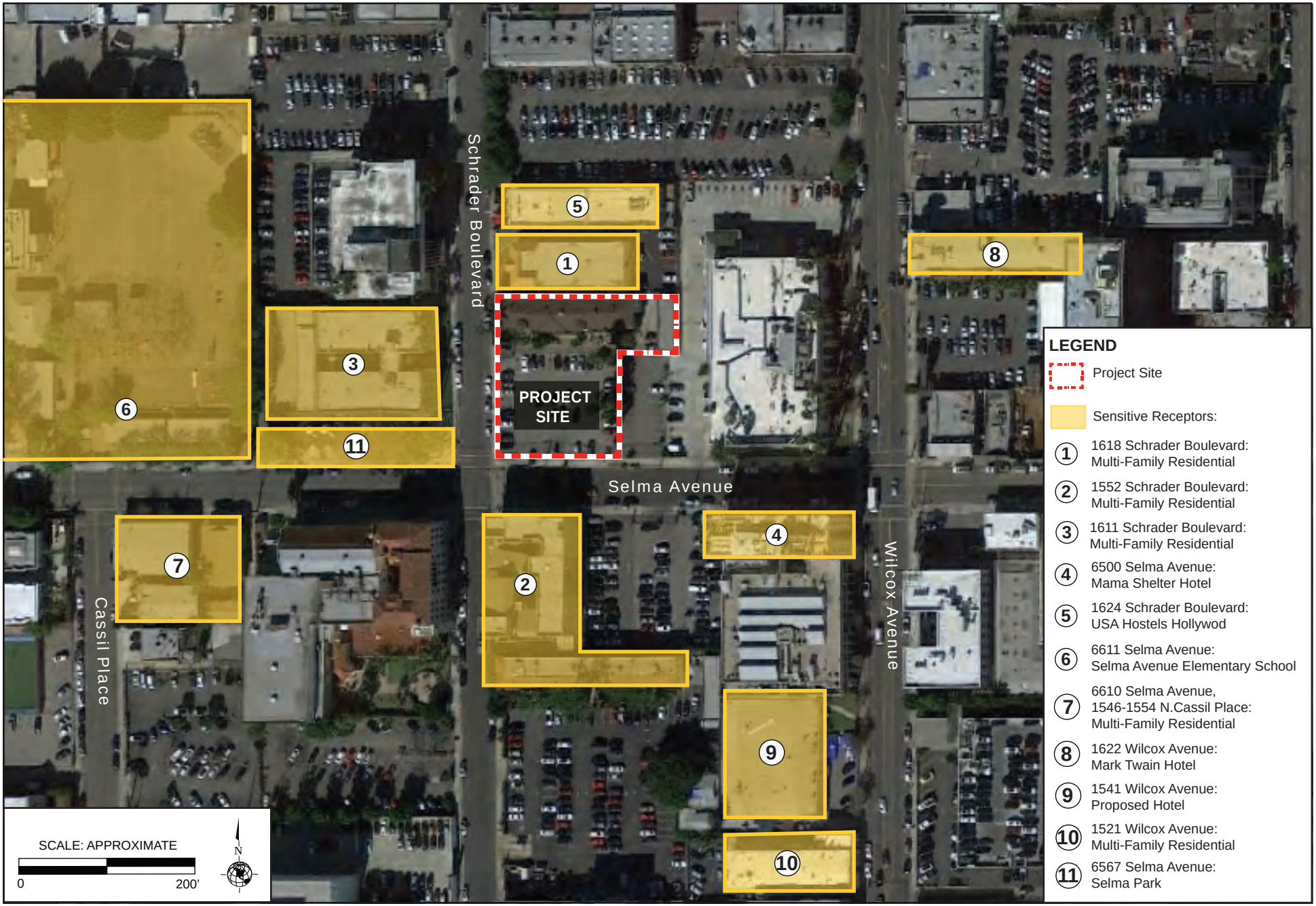
With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). Historically, the SCAQMD has suggested conducting a CO hotspot analysis for any intersection where a project would worsen the Level of Service (LOS) to any level below C, and for any

intersection rated D or worse where the project would increase the V/C ratio by two percent or more. Based on a review of the Project's Transportation Study, none of the study intersections meet this criteria with implementation of the Proposed Project. Additionally, the Basin is currently in attainment for CO emissions and, based on existing ambient CO levels within the Basin, the project's mobile source emissions at this intersection would not exceed the one-hour or eight-hour CO hotspot concentration threshold for creating a significant impact. This finding is consistent with the AQMD's 2003 AQMP, which modeled localized CO emissions at the four highest traffic volume intersections within the Basin and found the localized emissions to be well below the thresholds of significance for both the one-hour and eight-hour thresholds. Thus, since the total volume at the 12 study intersections would not exceed the traffic volumes modeled at the four highest traveled intersections in the Basin, it can be concluded that the Proposed Project would not result in a significant localized CO Hotspot impact. Therefore, no further analysis for CO hotspots is warranted and localized operational emissions would be less than significant.

Table III-4
Localized On-Site Peak Daily Construction Emissions

Construction Phase	Total On-site Emissions (Pounds per Day)			
	NO_x [b]	CO	PM_{10}	$PM_{2.5}$
Demolition/Site Preparation	19.10	10..44	1.43	1.06
Grading/Excavation	14.75	11.39	1.11	0.90
Building Construction	18.87	16.47	1.14	1.10
Architectural Coatings	11.29	11.49	0.77	0.76
Paving	7.84	7.71	0.43	0.40
SCAQMD Localized Thresholds [a]	**37**	**340**	**2.5**	**1.5**
Potentially Significant Impact?	*No*	*No*	*No*	*No*

Notes:
[a] *The localized thresholds for all phases are based on a receptor within a distance of 82 feet (25 meters) in SCAQMD's SRA 1 for a Project Site of ½ an acre.*
[b] *The localized thresholds listed for NO_x takes into consideration the gradual conversion of NO_x to NO_2, and are provided in the mass rate look-up tables in the SCAQMD's "Final Localized Significance Threshold Methodology" guidance document. The analysis of localized air quality impacts associated with NO_x emissions is focused on NO_2 levels as they are associated with adverse health effects.*
Sources: SCAQMD, Final LST Methodology Document, Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009; and CalEEMod 2016.3.1, Calculation worksheets are provided in Appendix A to this IS/MND.



Source: Google Earth, Aerial View, 2016

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Figure III-1
Air Quality Senstive Receptor Location Map

Toxic Air Contaminants (TAC)

Construction Emissions

The Proposed Project's construction activities would generate toxic air contaminants in the form of diesel particulate emissions associated with the use of heavy trucks and construction equipment. The SCAQMD has not published guidance directly related to quantitatively assessing health risk impacts associated with construction activities. The dose to which receptors are exposed is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substances. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed individual. Thus, the risks estimated for a maximally exposed individual are higher if a fixed exposure occurs over a long duration. For example, according to the Office of Environmental Health Hazard Assessment, estimating the cancer risk from toxic air contaminants should be based on a lifetime (i.e., 70-year) exposure period. The construction period would occur over an approximately 18.5-month period, of which only 5 months would involve demolition, excavation and grading requiring the use of heavy diesel equipment. Further, construction emissions would be limited to approximately 8 hours a day for 5 days a week. Therefore, it is not meaningful to evaluate long-term cancer impacts from construction activities that occur over a relatively short duration. The Proposed Project would be required to comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location. In addition, as discussed above, the Proposed Project would not exceed the SCAQMD's localized significance thresholds for construction or operational emissions. Therefore, the Proposed Project would result in a less than significant impact related to construction TACs.

Operational Emissions

The Proposed Project consists of an apartment building and a mixed-use development containing hotel guest rooms and restaurant space and would not support any land uses or activities that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants. As such, no significant toxic airborne emissions would result from Proposed Project implementation**.** In addition, construction activities would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. Therefore, impacts associated with the release of toxic air contaminants would be less than significant.

e) Would the project create objectionable odors affecting a substantial number of people?

Less than Significant with Mitigation Incorporated. A significant impact may occur if objectionable odors occur which would adversely impact sensitive receptors. Odors are typically

associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. As shown in Figure III-1, Air Quality Sensitive Receptors, sensitive receptors in the project vicinity include the multi-family residential to the immediate north, south, and west; Selma Avenue Elementary and Larchmont Charter School campus, and Selma Park to the west.

Construction

Potential sources that may emit odors during construction activities would include the use of architectural coatings, solvents, and asphalt paving. SCAQMD Rule 1113 limits the amount of volatile organic compounds from architectural coatings and solvents. Based on mandatory compliance with SCAQMD Rules, construction activities and materials used in the construction of the Proposed Project would ensure that impacts from objectionable construction odors are less than significant.

Operational

As the Proposed Project does not involve activities associated with industrial projects involving chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, no odors from these types of uses are anticipated. Garbage collection areas for the Project Site would have the potential to generate foul odors if the areas are located in close proximity to habitable areas. In order to minimize any objectionable odors from the proposed hotel's restaurant uses, Mitigation Measure AQ-1, detailed below would reduce any potential odors to less than significant. Additionally, good housekeeping practices would be sufficient to prevent nuisance odors. In addition, SCAQMD Rule 402 (Nuisance), and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the Proposed Project's long-term operations phase. The proposed restaurant land uses would also be required to install odor-reducing equipment in accordance with SCAQMD Rule 1138. Compliance with SCAQMD Rules 402 and 1138, described above, would ensure any potential objectionable odor impacts are less than significant.

AQ-1 Objectionable Odors (Commercial Trash Receptacles)

- 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.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects in the Project Site vicinity would result in an increase in construction and operational emissions in the already urbanized area of the City of Los Angeles.

Cumulative development can affect implementation of the 2016 AQMP. The 2016 AQMP was prepared to accommodate growth, reduce pollutants within the areas under SCAQMD jurisdiction, improve the overall air quality of the region, and minimize the impact on the economy. Growth considered to be consistent with the 2016 AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified by SCAG, implementation of the 2016 AQMP would not be obstructed by such growth and cumulative impacts would be less than significant. Since the Proposed Project is consistent with SCAG's growth projections, it would not have a cumulatively considerable contribution to an impact regarding a potential conflict with or obstruction of the implementation of the applicable air quality plan. Thus, cumulative impacts related to conformance with the 2016 AQMP would be less than significant.

Cumulative air quality impacts from construction and operation of the Proposed Project, based on SCAQMD guidelines, are analyzed in a manner similar to Project-specific air quality impacts. The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, according to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. Thus, as discussed in Question III(c) above, because the construction-related and operational daily emissions associated with Proposed Project would not exceed the SCAQMD's recommended thresholds, these emissions associated with the Proposed Project would not be cumulatively considerable. Therefore, cumulative air quality impacts would be less than significant.

With respect to cumulative odor impacts, potential sources that may emit odors during construction activities at each related project include the use of architectural coatings, solvents, and asphalt paving. SCAQMD Rule 1113 limits the amount of volatile organic compounds from architectural coatings and solvents. Based on mandatory compliance with SCAQMD Rules, construction activities and materials used in the construction of the Proposed Project and related projects would not combine to create objectionable construction odors. With respect to operations, SCAQMD Rules 402 (Nuisance) and Rule 1138 (Odor Reducing Equipment) would regulate any objectionable odor impacts from the related projects and the Proposed Project's long-term operations phase. Thus, cumulative odor impacts would be less than significant.

IV. BIOLOGICAL RESOURCES

a) Would the project 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 regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less than Significant. Based upon the criteria established in the L.A. CEQA Thresholds Guide, a project would normally have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or (c) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise or light) to a degree that may diminish the chances for long-term survival of a sensitive species. The Project Site is located in a highly urbanized area in the City of Los Angeles and is improved with a two-story apartment building, detached garage building and a paved surface parking lot. The Project Site does not contain any critical habitat or support 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. As provided in the Tree Letter, prepared by David Evans and Associates, Inc., dated May 12, 2017 (See Appendix B of this IS/MND), vegetation on the Project Site is limited to 16 non-protected trees (9 *Washingtonia Robusta* palms, 5 *Ficus sp., 1 Citrus and 1 Phoenix Canariansis* palm). No street trees exist in the public right-of-way bordering the Project Site. None of these on-site trees are designated as protected trees pursuant to the City's Protected Tree Ordinance. Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way. Therefore, the Proposed Project would have a less than significant impact upon removal of non-protected trees.

With respect to the proposed removal of non-protected trees currently located within the surface parking lot area and the residential property, the removal of trees has the potential to impact nesting bird species if they are present at the time of tree removal. However, nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) *(Title 16, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 20)* and Section 3503 of the California Department of Fish and Game Code. To ensure compliance with the MBTA, the City of Los Angeles Department of City Planning advises applicants to avoid tree removal activities during the breeding season. If avoidance is not feasible, the Department recommends weekly bird surveys be conducted to ensure that the trees proposed for removal are not occupied by nesting birds. Thus, with compliance with existing regulatory measures, the Proposed Project would have a less than significant impact on sensitive biological species or habitat.

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

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in: (a) the loss

of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; (c) the alternation of an existing wetland habitat; or (d) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species. The Project Site is occupied by a two-story apartment building, detached garage building and a paved surface parking lot. The Project Site is an infill lot located in a developed neighborhood within the City of Los Angeles. No riparian or other sensitive natural vegetation communities are located on or adjacent to the Project Site. Therefore, implementation of the Proposed Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities, and no impact would occur.

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in the alteration of an existing wetland habitat. The Project Site is entirely developed with impermeable surfaces and does not contain any wetlands or natural drainage channels. Further, the Project Site is located in a developed neighborhood within the City of Los Angeles. The Project Site nor the surrounding area contain any wetlands or riparian habitat. Therefore, the Project Site does not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act (see Section 4(b), above). No impacts to riparian or wetland habitats would occur with implementation of the Proposed Project.

d) Would the project 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?

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally result in a significant impact on biological resources if it results in the interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species. The Project Site is located in a heavily urbanized area of Hollywood in the City of Los Angeles. Due to the highly urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites on the Project site or in the Project Site vicinity. Thus, the Proposed Project will not interfere with the movement of any residents or migratory fish or wildlife. Therefore, no impact would occur.

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

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project-related significant adverse effect could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance, 177,404. As stated above, the Project Site is improved with a surface parking lot. Based on a site survey by a licensed landscape architect, 16 non-protected tree species were identified on the Project Site. (See Appendix B of this IS/MND) The site survey found no trees on the Project Site that would be considered protected within the City of Los Angeles Protected Tree Ordinance. Therefore, the Proposed Project would not have the potential to conflict with the City of Los Angeles Protected Tree Ordinance. Further, the Project would be required to comply with the Federal Migratory Bird Treaty Act and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code, which prohibits take of all birds and their active nests including raptors and other migratory non-game birds. Thus, any impacts upon the loss of on-site trees would be less than significant levels.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. A significant impact would occur if the Proposed Project would be inconsistent with maps or policies in any conservation plans of the types cited. 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, no impact would occur with implementation of the Proposed Project.

Cumulative Impacts

Less Than Significant Impact. The Proposed Project would have a less than significant impact upon biological resources with regulatory compliance. Development of the Proposed Project in combination with the 158 related projects would not significantly impact wildlife corridors or habitat for any candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the CDFG or the USFWS. No such habitat occurs in the vicinity of the Project Site or related projects due to the existing urban development. Development of any of the related projects would be subject to the City of Los Angeles Protected Tree Ordinance. Thus, cumulative impacts to biological resources would be considered less than significant.

V. CULTURAL RESOURCES

The following section summarizes and incorporates by reference the information provided in the *Historic Resources Impacts Assessment* ("Historic Report"), prepared by Historic Resources Group, and dated April 2018. The Los Angeles Department of City Planning, Office of Historic Resources, has reviewed the Historic Report and concurs with the conclusions. The Historic Report is included as Appendix H of this IS/MND.

a) Would the project cause a substantial adverse change in the significance of an historic resource pursuant to CEQA § 15064.5?

Less Than Significant With Mitigation Incorporated. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the Proposed Project results in a substantial adverse change in the significance of a historic resource. Section 15064.5 of the State CEQA Guidelines defines a historical resource as: (1) a resource listed in or determined to be eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain State guidelines; or (3) an object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.[9]

Section 15064.5(b)(2) of the CEQA Guidelines provides that "[t]he significance of an historical resource is materially impaired when a project:

> *(a) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or*
>
> *(b) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or*

[9] *CEQA Guidelines, Section 15064.5(b)(1).*

(c) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

Identification of Historic Resources Located on the Project Site

As previously stated, the Project Site is currently occupied with a two-story apartment building, detached garage building and a paved surface parking lot.

The northern end of the Project Site contains a two-story apartment building located at 1614-16 Schrader Boulevard. It was constructed in 1930 and designed by architect R.S. Loring in a Spanish Colonial Revival style. The 12-unit, wood-frame and stucco apartment building is rectangular in plan with a hipped roof. The building's southern (primary) facade features two arched entrances capped with octagonal turrets facing a shallow landscaped yard. A paved driveway along the southern edge of the parcel leads to a one-story seven-unit garage building located directly east and to the rear of the apartment building. The two-story apartment building located on-site was identified as eligible for historic listing in the 2010 Hollywood Redevelopment Area Survey and assigned a status code of 3CS or "Appears eligible for CR (California Register) as an individual property through survey evaluation."

Identification of Historic Resources in the Near Vicinity of the Project Site

1624 Schrader Avenue

The building immediately adjacent to the Project Site to the north, located at 1624 Schrader Avenue, was identified in the Hollywood Survey LA index. This building is currently operating as a hostel. Although the building was constructed in 1915, it has been substantially altered since its initial construction and was assigned a status code of 6Z or "Found ineligible for NR, CR or Local designation through survey evaluation."[10]

United States Post Office – Hollywood Station; 1615 N. Wilcox Avenue

The U.S. Post Office-Hollywood Station is located at 1615 North Wilcox Avenue, immediately east of the Project Site. The Post Office is a two-story, reinforced concrete building designed by noted Los Angeles architect Claud Beelman and constructed in 1937 under the Works Progress Administration (WPA). It is an excellent example of the WPA Moderns style of architecture. The Post Office was individually listed in the National Register in 1985, and is thereby also listed in the California Register. It is therefore a historical resource as defined by CEQA.

[10] *Historic Resources Survey Report and Property Index - Hollywood Redevelopment Project Area, Prepared for the City of Los Angeles Community Redevelopment Agency (CRA/LA), Chattel Architecture, Planning and Preservation Inc., February 2010.*

Hollywood YMCA; 6600 Selma Avenue

The Hollywood branch of the Young Men's Christian Association (YMCA) is located at 6600 Selma Avenue, at the southwest corner of Selma Avenue and Schrader Boulevard. The YMCA first located at the site in 1922. In 1928, the facility was substantially expanded with construction of a four-story, reinforced concrete building designed by the pioneering African-American architect, Paul R. Williams in a Mediterranean Revival architectural style. Substantial additions were constructed in 1968 and 1994 but the 1928 building remains largely intact. The Hollywood YMCA was determined eligible for listing in the National Register by consensus through Section 106 evaluation and is, therefore, listed in the California Register. Because it has been formally determined eligible for the National Register and is listed in the California Register, the YMCA is an historical resource as defined by CEQA.

Hollywood Citizen-News Building; 1545-51 Wilcox Avenue

The former Hollywood Citizen-News building is located at 1545-1551 North Wilcox Avenue, east and south of the Project Site, on the west side of Wilcox Avenue between Selma Street and Sunset Boulevard. The Citizen-News Building was constructed in 1930 in the Art Deco style. The building is two stories in height and constructed of steel frame and board-formed, cast-in-place concrete construction. The property was surveyed as an individual building in 2010 and assigned a status code of 3S, or "Appears eligible for the National Register as an individual property through survey evaluation." The Hollywood Citizen-News Building is historically significant for its association with the development of the newspaper industry in Hollywood and Los Angeles. The Hollywood Citizen-News, which evolved from a modest local Hollywood paper into an important newspaper of record for Los Angeles at large, operated out of the building from its establishment through merger in 1931 until the paper ceased publication in 1970. The building is associated with the influential Palmer family and their contributions to the cultural, commercial, and political development of Hollywood and Los Angeles. Publication of the Hollywood Citizen-News was supervised by three generations of the Palmer family, most notably by former attorney, judge, and city official Harlan G. Palmer, Sr., who served as the paper's publisher from its establishment through merger in 1931 until his death in 1956.

The building is also significant as an excellent and intact example of Art Deco commercial architecture designed by architect Francis D. Rutherford in Los Angeles. The Art Deco architectural style was most frequently applied to commercial buildings in the early 1930s, and the building reflects the execution of this style at the peak of its popularity. The property is treated herein as a historic resource for the purposes of CEQA.

The Hollywood Boulevard Commercial and Entertainment Historic District

The Project Site is located approximately 500 feet south of the Hollywood Boulevard Commercial and Entertainment District. The District is formally listed in the National Register and is also listed in the California Register. Many contributing properties to the District are also

listed individually as Los Angeles Historic-Cultural Monuments. The District's boundaries include properties fronting Hollywood Boulevard between Orange Drive and Argyle Avenue, as well as portions of Vine Street, Ivar Avenue, and Highland Avenue. Composed of commercial properties from the first half of the 20th Century, contributing properties include a wide variety of property types including single-story storefronts, two-story commercial blocks, department stores, theaters, high-rise office buildings and hotels. The District boasts an eclectic array of architectural styles including Beaux Arts, Renaissance Revival, Spanish Colonial Revival, Mediterranean Revival, Art Deco, and Streamline Moderne. Because the District is listed in the National Register and the California Register, it is considered a historical resource under CEQA.

Project Impacts

The ability of a historical resource to convey its significance is called historic *integrity*. Historic integrity is defined as the "authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic period." The National Park Service identifies seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. These qualities are defined as follows:

- *Location* is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened.
- *Design* is the combination of elements that create the form, plan, space, structure, and style of a property.
- *Setting* is the physical environment of a historic property.
- *Materials* are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- *Feeling* is a property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event or person and a historic property.

Impacts to 1614-16 Schrader Boulevard

Potential Impacts from Demolition and Rehabilitation

The Proposed Project includes the rehabilitation to the exterior of the existing two-story apartment building at 1614-16 Schrader Boulevard. Exterior rehabilitation of 1614-16 Schrader Boulevard has the potential to result in the removal of original fabric and character-defining features important in conveying the building's historic significance. With proper mitigation to

ensure that the proposed exterior rehabilitation will not result in substantial loss of historic fabric, the apartment building at 1614-16 Schrader Boulevard will continue to convey its historic significance and the proposed exterior rehabilitation will not result in significant adverse impacts to 1614-1616 Schrader Boulevard.

The Proposed Project also includes demolition of the existing ancillary garage building located at the rear of the property and replacing it with an accessory building with a mechanical equipment room. The replacement accessory building will be constructed in the same location as the garage building and will have a similar rectangular plan. (See Figure II-24 in Section II, Project Description)

1614-16 Schrader is dominated by the Spanish Colonial Revival-style apartment building, which occupies the majority portion of the property. It is the apartment building, with its two-story height, entry vestibules, balconies and Spanish Colonial Revival architectural details that convey the property's early 20th century provenance and association with residential development in Hollywood in 1930.

The garage building is original to the property and its demolition would remove original historic fabric from the property. As such, the integrity of 1614-16 Schrader would be somewhat reduced by its removal. That said, the existing garage building is a small-scale, ancillary building of very simple, utilitarian design, located at the rear of the property. It is only partially visible from the public right-of-way and is of minor contribution to the historic significance of the property. Removal of the existing garage building would not reduce the integrity of 1614-16 Schrader such that its historic significance would be threatened.

Potential Impacts from New Construction

Accessory Building (Garage Replacement)

As noted above, the Project will replace the existing ancillary garage building at 1614-16 Schrader with an accessory building containing a mechanical equipment room. The single-story accessory building would be located within the same building footprint as the existing garage structure, and be rectangular in plan with a flat roof. The height would be 22-feet and 2-inches, approximately twice the height of the existing garage building it is replacing. The new building will be located at the rear of the property behind the existing apartment building and will be substantially smaller in scale in comparison with the existing apartment building. Construction of the new accessory building will not materially impair the existing apartment building.

Proposed Hotel Building

Because the Proposed Project would construct a new 11-story building on an area currently used for surface parking, the area immediately south of 1614-16 Schrader Boulevard will be altered. For this alteration to be considered a substantial adverse change, however, it must be shown that the integrity and/or significance of the historical resource would be materially

impaired by the proposed alteration. A resource is not materially impaired unless it is altered in an adverse manner to the point that its physical characteristics fail to convey its historical significance. [11]

The existing yard and paved driveway located south of the apartment building at 1614-16 Schrader Boulevard would remain and be rehabilitated as part of the Proposed Project, separating the existing apartment building from the proposed new hotel. The proposed new building would be 11-stories in height, substantially taller than the two-story apartment building at 1614-16 Schrader Boulevard. The Proposed Project would thus block views of the south (primary) façade of 1614-16 Schrader Boulevard when viewed looking north from Selma Avenue or northeast from Schrader Boulevard. Although the south-facing façade of 1614-16 Schrader Boulevard is considered a primary façade, it is not street-facing and was designed to engage the small private yard and driveway along the southern edge of the parcel. Current views of the south façade from Selma Avenue and Schrader Boulevard are only possible because the adjacent parcels are currently used as a surface parking lot. Furthermore, the north façade of the proposed new hotel building will be set back from the southern edge of the 1614-16 Schrader Boulevard parcel providing an additional spatial buffer between the two buildings. This will allow the southern façade of 1614-1616 Schrader Boulevard to be partially visible from Schrader Boulevard north of the proposed new building.

Construction Procedures

The Proposed Project has the potential to compromise the structural integrity of 1614-16 Schrader Boulevard, through excavation and construction procedures for three levels of subterranean parking. Without proper mitigation to protect 1614-16 Schrader Boulevard from potential damage during construction/excavation, the Proposed Project may result in a significant impact to the adjacent historical resource.

Summary of Assessment Impacts

The ability of a historical resource to convey its significance is called historic integrity. Historic integrity is defined as the "authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic period."13 The National Park Service identifies seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. These qualities are defined as follows:

> *Location* is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened.

[11] *CEQA Guidelines Section 15064.5(b)(1).*

Design is the combination of elements that create the form, plan, space, structure, and style of a property.

Setting is the physical environment of a historic property.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.

Association is the direct link between an important historic event or person and a historic property. [12]

The Proposed Project would not affect the integrity of *location, design, materials,* or *workmanship* of 1614-16 Schrader Boulevard. The apartment building would remain intact in its current location, and would not be materially altered by new construction associated with the Project. Therefore, integrity of *feeling* would also remain unaffected because all the existing physical elements that characterize 1614-16 Schrader Boulevard would continue to convey the property's historic significance. Because 1614-16 Schrader would retain *integrity of location, design, materials, workmanship,* and *feeling*, it would continue to reflect the increased development of multi-family residential buildings in Hollywood during the early-20th century, therefore integrity of association would also remain unaffected by the Project.

The only aspect of the integrity that could potentially be affected by the Proposed Project is *setting*. According to National Park Service guidance, "to retain historic integrity a property will always possess several, and usually most, of the (seven) aspects" of integrity. [13] After the Proposed Project is constructed all historical resources in the vicinity will fully retain integrity of *location, design, materials, workmanship*, and *feeling*. Integrity of *setting* would be altered by the Project.

Therefore, all but one of the relevant aspects of integrity would be unaffected by the Proposed Project, so that the historic integrity of 1614-16 Schrader Boulevard would be retained. While the Proposed Project would partially alter the setting of 1614-16 Schrader Boulevard, this alteration would not materially impair the building such that it can no longer convey its historic significance. After construction of the Proposed Project, 1614-16 Schrader Boulevard would

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[12] *National Register Bulletin !5: How to Apply the National Register Criteria for Evaluation. Washington D.C.; National Park Service, U.S. Department of Interior, 1997. (44)*

[13] *National Park Bulletin 15, (44)*

remain intact, and continue to convey its historic significance.

Impacts to the U.S. Post Office – Hollywood Station

The U.S. Post Office-Hollywood Station is located to the east of the Project Site separated by two small parcels used for surface parking. As described above, the Project Site is currently occupied by a surface parking lot, and new construction would be contained within the Project Site. Therefore, the Proposed Project would not demolish, relocate, convert, rehabilitate, or physically alter any aspect of the Post Office. The Proposed Project would not destroy historic materials, features, or spatial relationships that characterize the Post Office.

Because the Proposed Project would construct a new 11-story building on a parcel currently used for surface parking, the Proposed Project would partially block views of the west façade of the Post Office when viewed looking east from Selma Avenue and Schrader Boulevard. The west façade of the Post Office is the building's rear façade and includes the Post Office loading bays. The rear façade of the Post Office was not designed to be public facing and views of this façade from public right-of-ways are not critical to understanding the historic significance of the Post Office. Views of the west façade from Selma Avenue and Schrader Boulevard are only possible because the Project Site and adjacent parcels to the east are currently used as surface parking lots. Furthermore, the continued existence of the parking lot to the east of the Project Site and the rear loading area of the Post Office would ensure that this façade would still be visible from Selma Avenue east of the Project Site.

The Proposed Project would not affect the integrity of *location, design, materials*, or *workmanship* of the Post Office building. The building would remain intact in its current location, and would not be materially altered by new construction associated with the Proposed Project. Therefore, integrity of *feeling* would also remain unaffected because all the existing physical elements that characterize the Post Office would continue to convey the property's historic significance. Because the Post Office would retain integrity of *location, design, materials, workmanship*, and *feeling*, it would continue to reflect associations with master architect Claud Beelman and the Depression-era WPA building program, therefore integrity of *association* would also remain unaffected by the Proposed Project.

The only aspect of the integrity that could potentially be affected by the Project is *setting*. According to National Park Service guidance, "to retain historic integrity a property will always possess several, and usually most, of the (seven) aspects" of integrity. After the Proposed Project is constructed the Post Office will fully retain integrity of *location, design, materials, workmanship*, and *feeling*. Integrity of *setting* would be altered by the Proposed Project.

Therefore, all but one of the relevant aspects of integrity would be unaffected by the Proposed Project, so that the historic integrity of the Post Office building would be retained. While the Proposed Project would alter the setting of the Post Office building, this alteration will not materially impair the building such that it can no longer convey its historic significance. After

construction of the Proposed Project, the Post Office would remain intact, and continue to convey its historic significance.

Finally, the Proposed Project has the potential to compromise the structural integrity of the Post Office, through excavation and construction procedures for three levels of subterranean parking. Without proper mitigation to protect the Post Office from potential damage during construction/excavation, the Proposed Project may result in a significant impact to the Post Office.

Impacts to the Hollywood YMCA

The Project Site is located the northeast corner, opposite on a diagonal from the Hollywood YMCA. As described above, the Project Site is currently occupied by a surface parking lot, and new construction would be contained within the Project Site. Therefore, the Proposed Project would not demolish, relocate, convert, rehabilitate, or physically alter any aspect of the YMCA building. The Proposed Project would not destroy historic materials, features, or spatial relationships that characterize the YMCA. Further, the Proposed Project would not obstruct views of the YMCA from any adjacent public right-of-way.

The Proposed Project would not affect the integrity of *location, design, materials,* or *workmanship* of the YMCA building. The building would remain intact in its current location, and would not be materially altered by new construction associated with the Proposed Project. Therefore, integrity of *feeling* would also remain unaffected because all the existing physical elements that characterize the YMCA would continue to convey the property's historic significance. Because the YMCA would retain integrity of *location, design, materials, workmanship,* and *feeling,* it would continue to reflect associations with master architect Paul R. Williams and early-20th century institutional development in Hollywood, integrity of association would also remain unaffected by the Proposed Project. The only aspect of the integrity that could potentially be affected by the Proposed Project is *setting*. Therefore, all but one of the relevant aspects of integrity would be unaffected by the Proposed Project, so that the historic integrity of the YMCA would be retained. While the Proposed Project would alter the setting of the YMCA, this alteration would not materially impair the building such that it can no longer convey its historic significance. After construction of the Proposed Project, the Post Office would remain intact, and continue to convey its historic significance. Therefore, the Proposed Project would not result in a significant impact to the historic integrity and significance of the YMCA building.

Impacts to the Hollywood Citizen-News Building

The Project Site is located north and to the west of the Hollywood Citizen-News building. As described above, the Project Site is currently occupied by a surface parking lot, and new construction would be contained within the Project Site. Therefore, the Proposed Project would not demolish, relocate, convert, rehabilitate, or physically alter any aspect of the Citizen-News

building. The Proposed Project would not destroy historic materials, features, or spatial relationships that characterize the Citizen-News building and will not obstruct views of the Citizen News building from any adjacent public right-of-way.

The Proposed Project would not affect the integrity of *location, design, setting, materials*, or *workmanship* of the Citizen-News building. The building would remain intact in its current location, and would not be materially altered by new construction associated with the Proposed Project. Therefore, integrity of *feeling* would also remain unaffected because all the existing physical elements that characterize the Citizen-News building would continue to convey the property's historic significance. Because the Citizen-News building would retain integrity of *location, design, setting, materials*, *workmanship,* and *feeling*, it would continue to reflect associations the newspaper industry in Hollywood and Los Angeles, the influential Palmer family, and Art Deco architecture and integrity of association would also remain unaffected by the Proposed Project. Therefore, the Proposed Project would not result in a significant impact to the historic integrity and significance of the Citizen-News building.

Impacts to the Hollywood Boulevard Commercial and Entertainment District

The Hollywood Commercial and Entertainment District is located north of the Project Site; the Project Site is outside of and physically separates from the District boundary. The Proposed Project would not demolish, relocate, or alter any contributing or non-contributing building within the District. New construction associated with the Proposed Project would not take place on an area located within the District boundary.

The Proposed Project would not affect the integrity of *location, design, materials,* or *workmanship* of any District contributors or the District as a whole. All the contributing buildings would remain intact in their current locations, and would not be materially altered by the Proposed Project. Therefore, integrity of *feeling* would also remain unaffected because all the existing physical elements that characterize the District would continue to convey the District's historic significance after construction of the proposed Project. Because the District would retain integrity of *location, design, materials, workmanship*, and *feeling*, it would continue to reflect the early and mid-20th century commercial development of central Hollywood. Therefore, integrity of *association* would also remain unaffected by the Proposed Project.

The only aspect of the Hollywood Commercial and Entertainment District integrity that is potentially affected by the Proposed Project is *setting*. The Proposed Project would occupy a vacant parcel located outside the District's southern boundary, replacing the parking lot with an 11-story building. Therefore, the larger surroundings of the District would be altered to the south, somewhat altering the district's integrity of *setting*. However, as noted above, the Proposed Project would be constructed outside the District. New construction associated with the Proposed Project would be partially visible from within the District, as are many other existing buildings located outside the District boundary. The Proposed Project would not alter any views from within the District and partial view of the Project building from within the District

would not materially alter any district contributor, or the configuration and spatial relationships important to the District. Thus, the Proposed Project's alteration to the District's larger setting would not materially impair the Hollywood Commercial and Entertainment District such that it could no longer convey its historic significance.

Summary of Impacts

Analysis of the potential impacts to historical resources has demonstrated that without mitigation, exterior rehabilitation of the existing apartment building at 1614-16 Schrader Boulevard has the potential to result in the removal of character-defining features important in conveying the building's historic significance. Any alterations to the existing building would be done in conformance with the Secretary of Interiors Standards for the Rehabilitation of Historic Buildings. Implementation of Mitigation Measure CR-1, below, would ensure that the proposed exterior rehabilitation would not result in substantial loss of historic fabric, the apartment building at 1614-16 Schrader Boulevard would continue to convey its historic significance, and the Proposed Project would not result in significant adverse impacts to 1614-1616 Schrader Boulevard.

The Proposed Project also has the potential to compromise the structural integrity of adjacent historical resources through excavation and construction procedures. With proper mitigation to ensure that excavation and construction procedures would not damage the adjacent historical resources, the Proposed Project would not result in significant adverse impacts on the identified historical resources located adjacent to the Project Site. With implementation of Mitigation Measure CR-1, below, the Proposed Project would not result in a substantial adverse change in the significance of the apartment building at 1614-16 Schrader Boulevard, or the adjacent U.S. Post Office-Hollywood Station. Both resources would continue to convey their historic significance after construction of the Proposed Project. Their significance and integrity would not be impaired by alterations to their surroundings caused by the Proposed Project, and both buildings would maintain their eligibility for historic listing. As such, with implementation of Mitigation Measure CR-1, the Proposed Project would mitigate any impacts on historic and potentially historic resources to a less-than-significant level.

Mitigation Measure:

CR-1 Historic Resources

- Rehabilitation to the exterior of the apartment building at 1614-16 Schrader Boulevard shall be conducted in accordance with the Secretary of the Interior's Standards for Rehabilitation. Prior to the building's rehabilitation, the applicant shall engage a historic preservation consultant that meets the *Secretary of the Interior's Professional Qualifications Standards* to conduct a character-defining features analysis to record and document all extant original physical features that convey the historic significance of the building. Armed with this knowledge, the historic

preservation consultant shall ensure that any rehabilitation is planned with a minimum loss of historic fabric in compliance with the *Secretary of the Interior's Standards for Rehabilitation*. The historic preservation consultant shall review drawings and conduct on-site construction monitoring throughout the construction phase.

- Prior to the issuance of any excavation or construction permits for the Project, a qualified structural engineer with experience in historic preservation projects shall prepare a shoring plan to protect the adjacent historical resources from damage due to underground excavation and general construction procedures, and to reduce the possibility of settlement due to the removal of adjacent soil.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA § 15064.5?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if grading or excavation activities associated with the Proposed Project would disturb archaeological resources. No known archaeological sites are identified on the Project Site. There is no evidence that suggests any archaeological sites or archaeological resources exist on the Project Site.[14] The Project Site has been previously developed and is located in a highly urbanized area of the Hollywood Community Plan area in the City of Los Angeles.

The Project Site is utilized as an apartment building, detached parking garage, and a surface parking lot and has been previously disturbed. The Proposed Project would include the exterior rehabilitation of the existing apartment building, demolition and replecement of the detached garage building, demolition of the surface parking lot and grading activities for construction of the proposed hotel building and subterranean parking levels, which would require excavations to a depth of approximately 45 feet below grade. Thus, the potential exists for the accidental discovery of archaeological materials. Because the presence or absence of such materials cannot be determined until the Project Site is excavated, the Department of City Planning requires adherence to regulatory compliance measures for proper handling of any archaeological resources discovered during construction. If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the Proposed Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project Site. The found deposits would be treated in accordance with federal,

[14] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles, September 1996.*

State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Adherence to regulatory compliance measures would ensure that if any archaeological resources are encountered during construction, impacts to such resources would remain less than significant.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if grading or excavation activities associated with the Proposed Project were to disturb paleontological resources or geologic features which presently exist within the Project Site. The Project Site has been previously graded and is currently improved with a two-story apartment building, detached garage building and a paved surface parking lot. The Project Site and immediate surrounding areas do not contain any known vertebrate paleontological resources.[15] Although no paleontological resources are known to exist on-site, there is a potential for paleontological resources to exist at sub-surface levels on the Project Site, which may be uncovered during grading activities for construction of the proposed hotel building's subterranean parking levels, which would require excavations to a depth of approximately 45 feet below grade. If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project Site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Implementation of regulatory compliance measures pertaining to paleontological resources would ensure that any resources found during the construction phase would be handled according to proper regulations. With adherence to regulatory compliance measures, any impacts to paleontological resources would be less than significant.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project-related significant adverse effect could occur if grading activities associated with the proposed project would disturb previously interred human remains. No known human burials have been identified on the Project Site or its vicinity. However, it is possible that unknown human remains could occur on the Project Site, and if proper care is not

[15] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Vertebrate Paleontological Resources in the City of Los Angeles, September 1996.*

taken during construction, damage to or destruction of these unknown remains could occur. In addition, the Proposed Project would require excavations to a depth of approximately 45 feet below grade for the three level subterranean parking garage. If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

- Stop immediately and contact the County Coroner:

  1104 N. Mission Road
  Los Angeles, CA 90033
  (323) 343-0512 (8 A.M. to 5 P.M. Monday through Friday) or
  (323) 343-0714 (After Hours, Saturday, Sunday, and Holidays)
- If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).
- The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
- The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

Compliance with regulatory compliance measures would ensure any potential impacts related to the disturbance of unknown human remains would be less than significant.

Cumulative Impacts

Less Than Significant Impact. Implementation of the Proposed Project, in combination with the related projects in the Project Site vicinity, would result in the continued redevelopment and revitalization of the surrounding area. Impacts to cultural resources tend to be site-specific and are assessed on a site-by-site basis. The analysis of the Proposed Project's impacts to cultural resources concluded that the Proposed Project would have no significant impacts with respect to cultural resources following appropriate regulatory compliance. Therefore, the Proposed Project's incremental contribution to a cumulative impact would not be considerable, and cumulative impacts to cultural resources would be less than significant.

VI. GEOLOGY AND SOILS

The following section summarizes and incorporates the reference information from the Geotechnical Investigation prepared by Geotechnologies, Inc., Geotechnical Engineering

Evaluation, Proposed Hotel, 1600 Hudson Avenue and 1614 Schrader Boulevard, Hollywood, California, dated October 25, 2016 and revised January 31, 2017 ("Geotechnical Investigation"). The Geotechnical Investigation is included as Appendix C.

Existing Subsurface Conditions

On September 21, 2016, Geotechnologies excavated four exploratory borings to depths ranging from 50 to 80 feet below grade. Fill materials were encountered in each of the geotechnical excavations. The fill was found to vary from 3 to 4 feet in depth and consists of sandy silts and silty sands which are dark brown, moist, fine grained and medium dense to stiff. The native soils underlying the Project Site consist of silty sands, sands, and sandy silts which are dark brown to dark yellowish brown, moist, medium dense to dense and fine grained. With depth, the native soils were observed to be sandier, very dense and gravel. The geologic materials consist of detrital sediments deposited by river and stream action typical to this area of Los Angeles County. Groundwater was not encountered during exploration, conducted to a maximum depth of 80 feet below the existing grade. More detailed descriptions of the earth materials encountered may be obtained from the individual logs of the subsurface excavations in the Geotechnical Investigation (see Appendix C of this IS/MND).

a) Would the project exacerbate existing hazardous environmental conditions by bringing 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.

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone.

Based on the information contained in the Geotechnical Investigation by Geotechnologies, Inc., the Project Site is not within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards. No active or potentially active faults are known to underlie the Project Site. The closest Earthquake Fault Zone as mapped by the State is the Hollywood Fault. The mapped Hollywood Earthquake Fault Zone is well over 2,500 feet north of the Project Site. The actual mapped location of the fault is almost 2,000 feet north of the Project Site. Based on these considerations, Geotechnologies determines that the potential for surface ground rupture at the Project Site is considered low and would result in a less than significant impact.

b) Would the project exacerbate existing hazardous environmental conditions by bringing people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with other locations in Southern California. The Project Site is located within a seismically active region, as is all of Southern California. The intensity of ground shaking depends upon the earthquake magnitude, the distance from the source and the site response characteristics. The Project Site is not located within a seismic hazard zone for landsliding or faulting, as delineated by the State of California, in accordance with the Seismic Hazards Mapping Act or the Alquist-Priolo Act. The primary seismic hazard for this Project Site is the potential for strong ground motion from future earthquakes within the Los Angeles Basin. However, the potential for strong ground motion is not unusual in Southern California. Project Site parameters for seismic design are presented in the Geotechnical Investigation to ensure proper foundations and safety for the Proposed Project.

Seismically-induced settlement or compaction of dry or moist, cohesionless soils can be an effect related to earthquake ground motion. Such settlements are typically more damaging when the settlements are differential in nature across the length of a structure. Some seismically-induced settlement of the proposed structure may occur, however, due to the uniform nature of the underlying geologic materials excessive differential settlement is not expected. Dynamic dry settlement as a result of seismic ground motion would result in a less than significant impact.

The Project Site could be subjected to strong ground shaking in the event of an earthquake. However, this hazard is common in Southern California and the effects of ground shaking can be mitigated if the proposed structures are designed and constructed in conformance with current building codes and engineering practices and that the recommendations specified in the Geotechnical Investigation are included in the design and construction of the Proposed Project to the satisfaction of the Department of Building and Safety. From a geotechnical engineering viewpoint, the Project Site is suitable for the development of the Proposed Project provided the conclusions and recommendations stated in the Geotechnical Investigation are incorporated into the design criteria and Project specifications and to the satisfaction of the Department of Building and Safety. Accordingly, the design and construction of the Proposed Project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety, which would ensure impacts associated with seismic ground shaking would remain less than significant.

c) Would the project exacerbate existing hazardous environmental conditions by bringing people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a Project Site is located within a liquefaction

zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during cyclic loading conditions such as those induced by an earthquake. Liquefaction is associated primarily with loose (low density), saturated, fine- to medium-grained, cohesionless soils. Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures.

Based on the ZIMAS and City of Los Angeles General Plan Safety Element, the Project Site is located in an area designated as "liquefiable."[16] However, as concluded in the Geotechnical Investigation, according to the State of California "Seismic Hazard Zones" map for the Hollywood Quadrangle (CDMG 1999), the Project Site is not classified as a part of the potentially "Liquefiable" area. This determination is based on groundwater depth records, soil type, and distance to a fault capable of producing a substantial earthquake. Groundwater was not encountered during exploration and a review of California Geological Survey Seismic Hazard Evaluation Report 026 Plate 1.2 entitled "Historic Highest Ground Water Contours" indicates that the historically highest groundwater level is deeper 80 feet below grade. Based on the dense nature of the underlying soils, and the depth to historic highest groundwater level, the potential for liquefaction occurring at the Project Site is considered to be remote. As the potential for liquefaction occurring at the Project Site is considered low, impacts would be less than significant.

d) Would the project exacerbate existing hazardous environmental conditions by bringing people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. A project-related significant adverse effect may occur if the Project Site is located in a hillside area with soil conditions that would suggest a high potential for sliding. According to the Geotechnical Investigation, the Project Site is not located within a seismic hazard zone for liquefaction, landsliding or faulting, as delineated by the State of California, in accordance with the Seismic Hazards Mapping Act or the Alquist-Priolo Act. Based on the City of Los Angeles General Plan Safety Element, the Project Site is not located in a landslide inventory nor within a hillside area.[17] Additionally, according to the State of California "Seismic Hazard Zones" map, the Project Site is not within an area with

[16] *City of Los Angeles Department of City Planning, Safety Element of the Los Angeles City General Plan, Exhibit B: Areas Susceptible to Liquefaction In the City of Los Angeles, October 1993.*

[17] *City of Los Angeles Department of City Planning, Safety Element of the Los Angeles City General Plan, Exhibit C: Landslide Inventory & Hillside Areas In the City of Los Angeles, June 1994.*

potential for earthquake-induced landslides.[18] The Project Site and immediate surrounding area are relatively level with very little elevation change. There are no known landslides near the Project Site, nor is the Project Site in the path of any known or potential landslides. The probability of landslides, including seismically induced landslides, is considered to be very low due to the general lack of elevation difference across or adjacent to the Project Site. Therefore, a less-than-significant impact would occur.

e) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have significant sedimentation or erosion impact if it would: (a) constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or (b) accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on-site.

Construction

Although development of the Proposed Project has the potential to result in the erosion of soils during site preparation and construction activities, erosion would be reduced with implementation of stringent erosion controls imposed by the City of Los Angeles through grading and building permit regulations. Minor amounts of erosion and siltation could occur during grading. The Proposed Project would be required to comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the Proposed Project, and as it may be subsequently amended or modified.

Additionally, pursuant to Chapter IX, Division 70 of the LAMC, all earthwork activities require grading permits from the Department of Building and Safety, which include requirements and standards that address grading, excavations, and fills. LAMC Section 91.7013, Erosion Control and Drainage Devices, discusses appropriate devices to control erosion during construction. LAMC Section 91.3307 further requires construction projects to protect adjoining public and private properties from damage during construction, remodeling and demolition work. Provisions would be made to control water runoff and erosion during construction or demolition activities. Further, the Proposed Project would be required to incorporate a Storm Water Pollution Prevention Plan (SWPPP) to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system under the National Pollution Discharge Elimination System (NPDES). Compliance with regulatory measures would ensure a less than significant impact would occur with respect to erosion or loss of topsoil during the construction of the Proposed Project.

[18] *State of California, Department of Conservation, Division of Mines and Geology, Hollywood Quadrangle, Seismic Hazard Zones, Los Angeles County, California, March 25, 1999.*

Operation

The potential for soil erosion during the ongoing operation of the Proposed Project is extremely low due to the generally level topography of the Project Site, and the fact that the Project Site would be mostly paved-over or built upon so little soil would be exposed. As such, the Proposed Project would result in a less than significant impact with respect to erosion or loss of topsoil during the operation of the Proposed Project.

f) Would the project 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 caused in whole or in part by the project's exacerbation of the existing environmental conditions?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it could cause or accelerate geologic hazards causing substantial damage to structures or infrastructure, or expose people to substantial risk of injury. A significant impact may occur if the Proposed Project is built in an unstable area without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property.

The Geotechnical Investigation concluded that the Project Site is not within a liquefaction zone and is not located in an area susceptible to liquefaction or collapse. Additionally, the topography of the Project Site and surrounding area is relatively level with little elevation change. There are no known landslides near the Project Site, nor is the Project Site in the path of any known or potential landslides. The Geotechnical Investigation concluded that geotechnical conditions are favorable for the Proposed Project provided that the recommendations specified in the Geotechnical Investigation are included in the design and construction of the Proposed Project to the satisfaction of the Department of Building and Safety. The design and construction of the Proposed Project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety, which would ensure impacts associated with unstable geologic unit or soils remain less than significant.

g) Would the project be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property caused in whole or in part by the project exacerbating the expansive soil conditions?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. A significant impact may occur if the Proposed Project is built on expansive soils without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. Based on the results of the Geotechnical Investigation, the fill was found to vary from 3 to 4 feet in depth

and consists of sandy silts and silty sands, which are dark brown, moist, fine grained and medium dense to stiff. With depth the native soils grade sandier, very dense and gravel was observed. The on-site geologic materials are in the low to moderate expansion range. The Expansion Index was found to be between 28 and 66 for bulk samples remolded to 90 percent of the laboratory maximum density. The Geotechnical Investigation concludes that construction of the proposed development is considered feasible from a geotechnical engineering standpoint provided the advice and recommendations presented in the Geotechnical Investigation are followed and implemented during construction. Special considerations are not required. Reinforcing beyond the minimum required by the City of Los Angeles Department of Building and Safety is not required. Therefore, a less than significant impact would occur with respect to expansive soils.

h) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. This question would apply to the Proposed Project only if it was located in an area not served by an existing sewer system. The Project Site is located in a developed area of Hollywood within the City of Los Angeles, which is served by a wastewater collection, conveyance and treatment system operated by the City of Los Angeles. No septic tanks or alternative disposal systems neither are necessary, nor are they proposed. Thus, no impact would occur.

Cumulative Impacts

Less Than Significant Impact. Geotechnical hazards are site-specific and there is little, if any, cumulative geological relationship between the Proposed Project and any of the 158 related projects. Similar to the Proposed Project, potential impacts related to geology and soils would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required to adhere to appropriate regulatory compliance measures. From a geotechnical engineering viewpoint, Geotechnologies, Inc. determined that the Project Site is suitable for the development of the Proposed Project provided the conclusions and recommendations stated in the Geotechnical Investigation are incorporated into design criteria and Project specifications and to the satisfaction of the Department of Building and Safety. As such, compliance with the regulatory compliance measures discussed above and compliance with the recommendations in the Geotechnical Investigation would ensure potential Proposed Project impacts are less than significant. Therefore, the Proposed Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative geology and soil impacts would be less than significant.

VII. GREENHOUSE GAS EMISSIONS

Greenhouse gas (GHG) emissions refer to a group of emissions that have the potential to trap heat in the atmosphere and consequently affect global climate conditions. Scientific studies

have concluded that there is a direct link between increased emission of GHGs and long-term global temperature. The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H_2O). CO_2 is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e).

California Global Warming Solutions Act of 2006

The California Global Warming Solutions Act of 2006, widely known as AB 32, set a mandate for the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verification of statewide GHG emissions. The heart of the bill is the requirement that statewide GHG emissions be reduced to 1990 levels by 2020. In its Climate Change Scoping Plan (2008), ARB developed a California statewide GHG emission inventory for years 1990–2004 to support the effort of determining the 1990 level and 2020 near-term emissions limit. To determine the amount of GHG emission reductions needed to reduce to 1990 emissions, ARB then developed a forecast of 2020 emissions in a business-as-usual scenario (2020 BAU), which is an estimate of the emissions expected to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan were implemented.

In May 2014, CARB published the First Update to the Climate Change Scoping Plan, where it revised the previously adopted 1990 GHG emissions level from 427 $MMTCO_2e$ to 431 $MMTCO_2e$ based on the scientifically updated global warming potential (GWP) values in the Intergovernmental Panel on Climate Change's (IPCC's) Fourth Assessment Report.[19] The total future emissions forecasted in the 2020 BAU scenario were also updated from the previously adopted estimate of 596 $MMTCO_2e$ to 509 $MMTCO_2e$. The updated 2020 BAU scenario includes reductions anticipated from the implementation of several policies aimed at reducing the statewide greenhouse gas emissions inventory which are now adopted into law (i.e., California's Low Carbon Fuel Standard, Pavley I and the Renewable Electricity Standard). While the Scoping Plan does not provide any specific mandates or policies that would directly affect the Proposed Project, the Scoping Plan encourages local municipalities to update building codes and establish sustainable development practices for accommodating future growth. As shown in Table III-5, below, the State anticipates it will meet its 2020 GHG emissions limit of 431 $MMTCO_2e$ through reductions in energy, transportation, waste and high-GWP sectors. The Cap-and-Trade Regulation provides a firm cap, ensuring that the 2020 statewide emission limit will not be exceeded. Thus, the estimated emission reductions attributed to the Cap-and-Trade Program depend on the emissions forecast. For example, if the emissions forecast increases, the reductions associated with the Cap-and- Trade Program will increase.

[19] *The IPCC is the leading international body for the scientific assessment of climate change established in 1988 under the auspices of the United Nations.*

Table III-5
Climate Change Scoping Plan 2020 Emissions Target

Category	2020 CO_2e Emissions ($MMTOC_2e$) [a]
AB 32 Baseline 2020 Forecast Emissions (2020 BAU)	509
Expected Reductions from Sector-Based Measures	
Energy	- 25
Transportation	- 23
High-GWP	- 5
Waste	- 2
Cap and Trade Reductions	- 23 [b]
2020 Limit	= 431

[a] Based on AR4 GWP values.

[b] Cap and Trade emissions reductions depend on the emission forecast.

Source: CARB, First Update to the Climate Change Scoping Plan, May 2014.

California Green Building Standards

The California Green Building Standards Code, which is Part 11 of the California Code of Regulations, is commonly referred to as the CALGreen Code. Statewide reductions in GHG emissions from construction is being accomplished through continuous updates to the CALGreen Code and other State- mandated laws and regulations. The CALGreen Code encourages sustainable construction practices in planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. The CALGreen Code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The CALGreen Code also requires building commissioning which is a process for the verification that all building systems, like heating and cooling equipment and lighting systems are functioning at their maximum efficiency. Originally adopted in 2008, the CALGreen Code included all voluntary standards that went beyond the basic building code requirements and introduced new standards for reducing water use, provisions for reducing and recycling construction and demolition waste, criteria for site development to locate buildings near public transit, and measures for improving indoor air quality to protect the health of building occupants. In 2010, the CALGreen Code became mandatory on a statewide basis. The Proposed Project would implement the 2016 CALGreen Code (effective January 1, 2017) and any future additional construction activities necessary.

LA Green Plan

The City of Los Angeles has addressed the issue of global climate change through implementation of the *Green L.A.*, *An Action Plan to Lead the Nation in Fighting Global Warming (L.A. Green Plan)* and has updated its zoning Code to mandate increased energy efficiency measures in new construction. The *L.A. Green Plan* outlines the goals and actions that the City has established to reduce the generation and emission of GHGs from both public and private activities. According to the *L.A. Green Plan*, Los Angeles is committed to the goal of reducing emissions of CO_2 to 35 percent below 1990 levels. To achieve this, the City is increasing the generation of renewable energy, improving energy conservation and efficiency, and changing transportation and land use patterns to reduce dependence on automobiles.

LA Green Building Code

The City of Los Angeles *L.A. Green Building Code* (Ordinance No. 181480), which incorporates applicable provisions of the CALGreen Code, and in many cases outlines more stringent GHG reduction measures available to development projects in the City of Los Angeles is consistent with statewide goals and policies in place for the reduction of greenhouse gas emissions, including AB 32 and the corresponding Scoping Plan. Among the many GHG reduction measures outlined later in this Section, the *L.A. Green Building Code* requires new development projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards adopted by the California Energy Commission on December 17, 2008, and meet 50 percent construction waste recycling levels. New development projects are required to comply with the *L.A. Green Building Code,* and therefore are generally considered consistent with statewide GHG-reduction goals and policies, including AB 32.

2016-2040 RTP/SCS

On April 7, 2016, SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future (2016-2040 RTP/SCS). Within the RTP, the SCS demonstrates the region's ability to attain and exceed the GHG emission-reduction targets set forth by CARB. The SCS sets forth a regional plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the SCS maximizes current voluntary local efforts that support the goals of SB 375, as evidenced by several Compass Blueprint Demonstration Projects and various county transportation improvements. The SCS focuses the majority of new housing and job growth in High-Quality Transit Areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures. By analyzing the

performance of land use changes and transportation strategies related to GHG emissions reductions, the 2016-2040 RTP/SCS concluded that GHG emissions per capita relative to 2005 emissions would be reduced by 8% in 2020, 18% in 2035, and 21% in 2040 in the SCAG region, which would exceed CARB's required reduction targets. These future GHG goals and conditions would be met in 2040 if investments and strategies detailed in the 2016 RTP/SCS are fully realized.

SCAQMD

SCAQMD has released draft guidance regarding interim CEQA GHG significance thresholds. In October 2008, SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 metric tons of CO_2e per year. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for stationary source/industrial projects where SCAQMD is lead agency. However, SCAQMD has yet to formally adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects) and has formed a GHG Significance Threshold Working Group to further evaluate potential GHG significance thresholds.

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. Notwithstanding the regulatory plans and building code updates discussed above, there are no federal, state or local adopted thresholds of significance for addressing a residential project's GHG emissions pursuant to CEQA. Section 15064.4 of the CEQA Guidelines provides direction to lead agencies in determining the significance of the impacts of GHGs, however, it does not establish a specific threshold of significance. Since neither the SCAQMD nor the City of Los Angeles have adopted quantitative thresholds of significance for a non-residential project's generation of greenhouse gas emissions, the following analysis is based on a combination of the requirements outlined in the CEQA Guidelines. As required in Section 15064.4 of the CEQA Guidelines, this analysis includes an impact determination based on the following:

> (1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;
>
> (2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
>
> (3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

The Guidelines do not mandate the use of absolute numerical thresholds to measure the significance of greenhouse gas emissions. Therefore, for purposes of this analysis, a significant

impact would occur if the Proposed Project's design features are not substantially consistent with the applicable policies and/or regulations outlined in the Scoping Plan, SB 375, SCAG's 2016-2040 RTP/CSC, and the L.A. Green Building Code.

Construction Emissions

Construction of the Proposed Project would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. These impacts would vary day to day over the approximate 18.5-month duration of construction activities.

Emissions of GHGs were calculated using CalEEMod *Version 2016.3.1* for the construction duration of the Proposed Project and the results of this analysis are presented in Table III-6, Project Construction-Related Greenhouse Gas Emissions. As shown in Table III-6, the total GHG emissions from construction activities related to the Proposed Project would be approximately 720.61 metric tons with the greatest annual emissions of 505.50 metric tons occurring in 2019.

Table III-6
Proposed Project Construction-Related Greenhouse Gas Emissions

Year	CO_2e Emissions (Metric Tons per Year) [a]
2018	127.16
2019	505.50
2020	87.95
Total Construction GHG Emissions	**720.61**

Notes:

[a] *Construction CO_2 values were derived using CalEEMod Version 2016.3.1*

Calculation data and results are provided in Appendix D, Greenhouse Gas Emissions Calculations Worksheets.

Parker Environmental Consultants, 2017.

Operational Emissions

Baseline GHG Emissions

Since the surface parking lot provides parking for the surrounding land uses, it is assumed that the surface parking lot does not create any greenhouse gas emissions. GHG emissions are currently generated at the Project Site by the existing apartment building and detached garage building. The average daily GHG emissions generated by the existing apartment building and detached garage building have been estimated utilizing the CalEEMod computer model

recommended by the SCAQMD. Table III-7 Existing Project Site Greenhouse Gas Emissions, presents the GHG emissions associated with existing operations at the Project Site. As shown in Table III-7, the existing operations on the Project Site generate approximately 165.05 CO^2e MTY.

Table III-7
Existing Project Site Greenhouse Gas Emissions

Emissions Source	CO_2e Emissions (Metric Tons per Year)
Area	0.21
Energy	41.13
Mobile	111.14
Waste	2.78
Water	9.80
Total	**165.05**

Greenhouse gas emissions were estimated using CalEEMod Version 2016.3.1 Calculation data and results provided in Appendix D, Greenhouse Gas Emissions Calculations Worksheets.
Parker Environmental Consultants, 2017.

Project GHG Emissions

The GHG emissions resulting from operation of the Proposed Project, which involves the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment and generation of solid waste and wastewater, were calculated under two separate scenarios in order to illustrate the effectiveness of the Project's compliance with AB 32, the *L.A. Green Building Code, SCAG's 2016-2040 RTP/SCS, SB 375,* and other mitigating features that would be effective in reducing GHG emissions, such as the Project Site being an infill lot, its proximity to transit and walking distance to a major employment center. For purposes of demonstrating the Proposed Project's consistency with AB32 and the State's goals for reducing GHG emissions to 1990 levels by 2020, the Project's greenhouse gas emissions were quantified to reflect the Proposed Project's design features such as being an infill development with applicable trip credits for walkability, transit accessibility, proposing ENERGY STAR-rated appliances, and as otherwise being built in compliance with all applicable Green Building Code requirements and applicable regulatory measures (i.e., compliance with Rule 403 (dust suppression), low VOC coatings, increasing energy conservation beyond Title 24, implementing on-site solid waste recycling program).

As shown in Table III-8, below, the Proposed Project's annual generation of GHG emissions is estimated to be 1,676.44 CO_2e MTY. For comparative purposes, the GHG emissions from a base project of the same size and proposed land uses, but without the GHG-reducing design features described above for the Proposed Project was quantified. This comparative analysis demonstrates the effect the Proposed Project's compliance with SB 375's citing criteria, re-use of existing buildings, and the structural and operational design features such as installing energy

efficient lighting, low flow plumbing fixtures, ENERGY STAR-rated appliances, and implementing a construction and operational recycling program during the life of the Project would have with respect to reducing GHG emissions. As shown in Table III-8, the Proposed Project's consistency with applicable plans, policies and code requirements imposed through the City of Los Angeles Green Building Ordinance for purposes of conserving resources and reducing GHG emissions, yields an approximate 36 percent reduction as compared to a base project without such design features and compliance measures.

Table III-8
Proposed Project Operational Greenhouse Gas Emissions

Emissions Source	Estimated Project Generated CO_2e Emissions (Metric Tons per Year)		
	Base Project Without GHG Reduction Features	**Proposed Project**	**Percent Reduction**
Area	0.22	0.22	0%
Energy	860.91	750.99	13%
Mobile	1,756.93	978.80	44%
Waste	59.86	29.93	50%
Water	71.91	57.53	20%
Construction Emissions [a]	24.02	24.02	--
Proposed Project Subtotal	**2,773.85**	**1,841.49**	**34%**
Less Existing Project Site	*-165.05*	*-165.05*	--
Project NET TOTAL	**2,608.80**	**1,676.44**	**36%**

[a] *The total construction GHG emissions were amortized over 30 years and added to the operation of the Project. The emissions from construction were estimated incorporating regulatory compliance measures to reduce greenhouse gas emissions to the maximum extent feasible.*
Calculation data and results provided in Appendix D, Greenhouse Gas Emissions Calculations Worksheets.

Through required implementation of the L.A. Green Building Code, the Project's mixed-use design, and the Project's location on an infill site, the Proposed Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including CARB's AB 32 Scoping Plan aimed at achieving 1990 GHG emission levels by 2020. The following describes the benefits and applicability of the Proposed Project's compliance measures and design features that serve to reduce the carbon footprint of the development:

1. **Infill Development.** The Proposed Project is located on an infill site that is currently developed with residential and surface parking land uses and that is located within a Transit Priority Area. The Project Site is also located in an area that is adequately served by existing infrastructure and would not require the extension of utilities or roads to accommodate the proposed development.
2. **Transit Priority Area.** The Proposed Project is also located in a Transit Priority Area as defined by CEQA Sections 21099 and 21064.3. Studies by the California Department of

Transportation, the U.S. Environmental Protection Agency and the Metropolitan Transportation Commission have found that focusing development in areas served by transit can result in local, regional and statewide benefits including reduced air pollution and energy consumption. The Proposed Project's mixed-use nature and close proximity to regional transit would result in fewer trips and a reduction to the Proposed Project's vehicle miles traveled (VMTs) as compared to the base trip rates for similar stand-alone hotel uses that are not located in close proximity to transit.

3. **Energy Conservation**. As mandated by the L.A. Green Building Code, the Proposed Project would be required to exceed Title 24 2016 standards and incorporate ENERGY STAR appliances into the proposed residential dwelling units.

4. **Solid Waste Reduction Efforts**. The Proposed Project would be subject to construction waste diversion and reduction of at least 50 percent. In addition, operation of the Project is subject to AB 939 requirements to divert 50 percent of solid waste to landfills through source reduction, recycling, and composting. As required by the California Solid Waste Reuse and Recycling Access Act of 1991, the Proposed Project would provide adequate storage areas for collection and storage of recyclable waste materials. Furthermore, in response to AB 341, the City's Construction and Demolition (C&D) Waste Recycling Ordinance requires all mixed C&D waste generated within City limits be taken to City-certified C&D waste processors. To ensure compliance with this Ordinance, Building & Safety Building Permit applications require contractors to either identify the Permitted Private Solid Waste Hauler handling C&D waste from their City project or provide the contractor's own Private Solid Waste Hauler Permit should the contractor choose to self-haul C&D waste.

5. **Water Conservation**. The Proposed Project would be required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development by at least 20 percent. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs. Therefore, the Project's generation of GHG emissions would not make a project-specific or cumulatively considerable contribution to GHG emissions, and impacts would be less than significant.

Plan Consistency

Consistency with AB 32 Scoping Plan

While the Scoping Plan provided several board goals and policies aimed at reducing greenhouse gasses on a statewide level, some of the policies are applicable or interrelated to the development of specific land use projects at the local level. Provided below is a consistency analysis of the Scoping Plan's policies that are applicable or indirectly applicable to the Proposed Project.

Energy Efficiency. The Proposed Project would be consistent with the Scoping Plan's policy to (a) maximize energy efficiency building and appliance standards and pursue additional efficiency efforts including new technologies, and new policy and mechanisms, and (b) to pursue comparable investment in energy efficiency from all retail providers of electricity in California. The Project would be designed and constructed to meet LA Green Building Code standards by including several measures designed to reduce energy consumption including but not limited to installing efficient lighting fixtures, low flow plumbing fixtures, and installing ENERGY Star rated appliances in the new hotel building, as applicable.

Renewables Portfolio Standard. The Proposed Project would not impede the Scoping Plan's policy to achieve 33 percent renewable energy mix statewide. While this policy is not directly applicable to the Proposed Project, the Project would use energy from the Los Angeles Department of Water and Power (LADWP), which has goals to diversify its portfolio of energy sources to increase the use of renewable energy to 35%.

Green Building Strategy. The Proposed Project would be consistent with the Scoping Plan's policy to expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. The Project would be designed and constructed to meet LA Green Building Code standards by including several measures designed to reduce energy consumption.

Recycling and Waste. The Proposed Project would be consistent with the Scoping Plan's policy to reduce methane emissions at landfills, increase waste diversion, composting and other beneficial uses of organic materials and mandate commercial recycling, and to move toward zero waste. The Project would result in a less than significant impact on landfill capacity. (see response to Checklist Question XVIII, below). It would meet the City's 70 percent waste diversion rate goal and comply with the City's Zero Waste Plan, which will reduce solid waste, increase recycling, and manage trash in the City through the year 2030.

Water. The Proposed Project would be consistent with the Scoping Plan's policy to continue efficiency programs and use cleaner energy sources to move and treat water. The Project would use water-efficient low-flow plumbing fixtures that would reduce the demand for potable water on site. As such, the project's conservation efforts would be achieved by complying with the Green Building Code and would further reduce the demands for treating potable water and wastewater.

Consistency with SB 375

California SB 375 requires integration of planning processes for transportation, land-use and housing. Under the bill, each Metropolitan Planning Organization would be required to adopt a Sustainable Community Strategy (SCS) to encourage compact development that reduces passenger vehicle miles traveled and trips so that the region will meet the target provided in the Scoping Plan, created by CARB, for reducing GHG emissions. SB 375 requires SCAG to direct

the development of the SCS for the region. A discussion of the Project's consistency with the SCS is provided further below.

Consistency with 2016-2040 RTP/SCS

The Project would be consistent with the following key GHG reduction strategies in SCAG's 2016-2040 RTP/SCS which are based on changing the region's land use and travel patterns:

- Provide compact growth in areas accessible to transit;
- Provide jobs and housing closer to transit;
- Focus new housing and job growth in High Quality Transit Areas (HQTA); and
- Provide biking and walking infrastructure to improve active transportation options, transit access.

The Project represents an infill development within an existing urbanized area that would concentrate new hotel uses and retain 12 existing apartment units within a High Quality Transit Area (HQTA). The Project would provide hotel visitors and residents with convenient access to public transit and opportunities for walking and biking, which would facilitate a reduction in vehicle miles traveled and related vehicular GHG emissions. These and other measures would further promote a reduction in vehicle miles traveled and subsequent reduction in GHG emissions, which would be consistent with the goals of SCAG's 2016–2040 RTP/SCS.

Consistency with L.A. Green Building Code

The L.A. Green Code contains both mandatory and voluntary green building measures for the reduction of GHG emissions through energy conservation. Among many requirements, the L.A. Green Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards adopted by the California Energy Commission, meet 50 percent construction waste recycling levels, provide on-site storage for short and long term bicycle parking areas, and provide Energy-Star rated appliances were applicable. The Project would comply with these mandatory measures. Therefore, the Project is consistent with the L.A. Green Building Code.

As demonstrated above, the Proposed Project's design features and compliance with regulatory measures would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including CARB's AB 32 Scoping Plan aimed at achieving 1990 GHG emission levels by 2020. In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the 2016 Los Angeles Green Building Code. Therefore, the Proposed Project's generation of GHG emissions would not make a project-specific or cumulatively considerable contribution to conflicting with an applicable plan, policy or regulation

for the purposes of reducing the emissions of greenhouse gases. The Proposed Project's impact would be less than significant.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. As described above and in Question VII(a), the Proposed Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including CARB's AB 32 Scoping Plan aimed at achieving 1990 GHG emission levels by 2020. Therefore, the Proposed Project's generation of GHG emissions would not make a project-specific or cumulatively considerable contribution to conflicting with an applicable plan, policy or regulation for the purposes of reducing the emissions of greenhouse gases and, the Proposed Project's impact would be less than significant.

Cumulative Impacts

The GHG emissions from a 12-unit apartment building and a mixed-use development with up to 198 hotel guest rooms and 5,557 square feet of restaurant, coffee bar and rooftop/lounge space is relatively very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change, which can cause the adverse environmental effects previously discussed. Accordingly, the threshold of significance for GHG emissions determines whether a project's contribution to global climate change is "cumulatively considerable." Many regulatory agencies, including the SCAQMD, concur that GHG and climate change should be evaluated as a potentially significant cumulative impact, rather than a project direct impact. Accordingly, the GHG analysis presented above analyzes whether the Proposed Project's impact would be cumulatively considerable using a plan-based approach (and quantitative and qualitative analysis) to determine the Proposed Project's contributing effect on global warming. As concluded above, the Proposed Project's generation of GHG emissions would represent a 36% reduction in GHG emissions with GHG reduction measures in place as compared to the Project's emissions in the absence of all of the GHG reducing measures and project design features. Furthermore, the Proposed Project would be consistent with all applicable local ordinances, regulations and policies that have been adopted in furtherance of the state and City's goals of reducing GHG emissions. Thus, the Proposed Project would not make a cumulatively considerable contribution to GHG emissions and impacts would be less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS

The following section summarizes and incorporates the reference information from the following reports:

- Phase I Environmental Site Assessment of 1600 North Hudson Avenue, Los Angeles ("Phase I ESA"), prepared by Alpha Environmental, dated June 30, 2016.
- Limited Phase II Environmental Site Assessment of 1600 North Hudson Avenue, Los Angeles ("Limited Phase II ESA"), prepared by Alpha Environmental, dated December 28, 2016.

The purpose of the Phase I Environmental Site Assessment was to identify any Recognized Environmental Conditions (RECs) in connection with the Project Site. The term REC means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. The purpose of the Limited Phase II ESA was to assess sub-surface soil conditions at the Project Site, and for subsurface exploration of two electromagnetic (EM) anomalies identified at the Project Site during the geophysical survey.

The Phase I ESA and Limited Phase II ESA are included as Appendix E.

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project would involve the use or disposal of hazardous materials as part of its routine operations, or would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. The Proposed Project includes the exterior rehabilitation of a 12-unit apartment building, demolition and replacement of the detached garage building, and the construction of a hotel development with up to 198 guest rooms and 5,557 square feet of restaurant, coffee bar and rooftop/lounge space. During the operation of the Proposed Project, no hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes would routinely be transported to the Project Site. The use of these substances would comply with State Health Codes and Regulations.

Construction could involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations, which include requirements for disposal of hazardous materials at a facility licensed to accept such waste based on its waste classification and the waste acceptance criteria of the permitted disposal facilities. Therefore, 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) Would the project create significant hazard to the public or the environment through reasonably foreseeable upset and accidental conditions involving the release of hazardous materials into the environment?

Less than Significant with Mitigation Incorporated. A project would normally have a significant impact to hazards and hazardous materials if: (a) the project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or (b) the project involved the creation of any health hazard or potential health hazard. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors: (a) the regulatory framework for the health hazard; (b) the probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance; (c) the degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance; (d) the probable frequency and severity of consequences to people from exposure to the health hazard; and (e) the degree to which project design would reduce the frequency of exposure or severity of consequences to exposure to the health hazard.

Alpha Environmental's investigation included a review of aerial photographs, historical city directories, a reconnaissance of adjacent properties, background research, and a review of available local, state, and federal regulatory records regarding the presence of petroleum products and/or hazardous materials at the Project Site. Based on historical review of the Project Site, extending back to 1907, the Project Site consisted of vacant land from at least 1907 to 1919. By 1927, the Project Site was developed with a real estate office. The Project Site was then occupied by a gasoline service station from at least 1936 to 1968. In 1968, the gas station was demolished and the Project Site was converted to a parking lot. The Project Site has since been used as a parking lot until the present day.

Site Reconnaissance

On June 7, 2016, Alpha Environmental staff conducted a site reconnaissance to assess the possible presence of petroleum products and hazardous materials at the Project Site. The objective of the site reconnaissance was to obtain information indicating the likelihood of identifying recognized environmental conditions (RECs) and to look for unusual features that may indicate environmental concerns in connection with the Project Site. Alpha Environmental staff searched the Project Site for the presence of discolored soil or pavement; unusual odors; storage, dumping or disposal of hazardous substances; transformers; underground or above-ground storage tanks (USTs or ASTs), drums or other containers; wells, sumps, clarifiers and elevator pits; general condition of the building; and other evidence of activities which may have generated hazardous substances. Alpha Environmental identified no significant environmental

concerns that would represent RECs observed at the Project Site during the site reconnaissance.

One pad-mounted transformer (which may contain Polychlorinated Biphenyls (PCBs)) was located on the sidewalk near the Project Site. Alpha Environmental noted an additional pole-mounted transformer was near the Project Site. No evidence of corrosion or leaks were observed. The two transformers are not located on the Project Site and are not considered RECs.

Records Review

The purpose of the records review is to obtain and review records that would help identify RECs in connection with the property. In addition, some records that Alpha Environmental reviewed pertain to properties within an additional approximate minimum search distance, and not just to the property, in order to help assess the likelihood of problems from migrating hazardous substances or petroleum products. Alpha Environmental's record review was conducted to meet or exceed the minimum search distance requirement of ASTM E1527-13. Alpha Environmental subcontracted Environmental Data Resources, Inc. (EDR) to perform the regulatory agency record search for the Project Site. EDR and Alpha Environmental reviewed federal agency records, state and local records, and tribal records. For a list and description of the records searched refer to Phase I ESA contained in Appendix E.

Building records show that the Project Site was issued a building permit for the construction of a gas station and office in 1936. The Project Site is listed on the EDR Historical Auto database, which reports the type as "Gasoline and Oil Service Stations" and year as "1942." The Project Site's former use as a service station from at least 1936 to approximately 1968 is identified as an environmental concern. None of the identified listings pertaining to surrounding properties within the records search radius represent a significant environmental concern to the Project Site.

Based on the record search findings and site reconnaissance, Alpha Environmental identified one REC in connection with the Project Site. The former on-site gasoline service station (which operated from at least 1936 to 1968) represents an REC, related to the lack of records to demonstrate absence of the former USTs and associated contamination with the former USTs, underground product-supply line, and fuel dispensers. Alpha Environmental prepared a supplementary Limited Phase II ESA to investigate and verify subsurface soil conditions, which is further discussed below.

Subsurface Conditions

On October 20, 2016, eight soil borings (B-1 through B-8) were drilled at the Project Site. Soil samples were generally collected at 5-foot intervals in each boring and were collected at a depth of 2-feet below ground surface (bgs) in select boring locations. A total of nine soil vapor

probes were also installed and sampled (SV-1 through SV-8 at 5-feet and SV-2 at 15-feet) for analytical characterization.

All of the vapor samples collected were analyzed for volatile organic compounds (VOCs) including benzene, toluene, ethylbenzene, and xylenes (BTEX) and the fuel-related oxygenates (di-isopropylether [DIPE], ethyl tertiary-butyl ether [ETBE], methyl tertiary-butyl ether [MTBE], tertiary-amyl methyl ether [TAME], and tertiary-butyl alcohol [TBA]) using EPA Method 8260B. Select soil samples were analyzed for the complete carbon-chain analysis (TPH-cc) using EPA Method 8015M; and for VOCs including BTEX and fuel-related oxygenates using EPA Method 8260B. Since no physical indicators (odor, staining, discoloration, etc.) of elevated PID readings were observed, selection criteria for selecting soil samples for analysis was based on engineering judgment related to potential sources of contamination at each boring location. The soil samples not selected for analysis were placed on hold at the laboratory pending receipt of the initial analytical results and the determination if additional samples would need to be analyzed.

Findings

The subsurface investigation indicated that the Project Site is underlain generally with a sandy silt that contains some fine- to course-grained moderately-graded sand grains; a silty sand that contains fine- to coarse-grained moderately-graded sand grains; and clayey silt that is slightly plastic. The sediments were generally dry and dense and exhibited no staining, odors, or elevated OVA headspace readings. Additionally, no groundwater was encountered to a depth of 20-feet bgs, the maximum depth of drilling exploration.

No VOC's were detected above respective laboratory reporting limits in the soil vapor samples analyzed. No total petroleum hydrocarbons (TPH)-cc or VOCs were reported above respective laboratory reporting limits in the soil samples analyzed.

Excavations

On October 27, 2016, two areas identified with EM anomalies were excavated to investigate the presence of possible USTs. After cutting through the asphalt surface using a concrete saw, these areas were excavated using a mini-excavator operated by a licensed contractor. The area around Boring B-2 was excavated and revealed the north end of an approximate 5-gallon UST and three product lines running essentially in an east-west direction just north of the UST. Extremely elevated OVA readings measures inside the fill port likely indicate that gasoline or other volatile product is still inside of the UST.

The excavated soil near the UST did not exhibit any odors or elevated PID reading. Based on the limitations of the mini-excavator, Alpha Environmental was not able to excavate beneath the UST to determine if the UST has leaked. Additionally, the three product supply lines did not

appear to be connected to the UST under investigation and suggest that other USTs may be present.

Based on the findings of the Limited Phase II ESA, it does not appear that the soil or soil vapor in the areas investigated has been impacted by a pervasive release of fuel related petroleum hydrocarbons. However, since the exploratory excavation confirmed the presence of the UST(s) and product lines, Alpha Environmental recommends that the UST and associated pipelines be removed. This should be done as per the current regulatory guidelines by obtaining appropriate permits from City of Los Angeles Fire Department (LAFD). As a part of the UST and pipelines removal LAFD guidelines, additional confirmation sampling will be required by the LAFD in the area of the USTs, product supply lines, and former pump islands at the time of removal.

With implementation of Mitigation Measures HAZ-1 through HAZ-2, below, impacts with respect to handling and disposal of potentially hazardous materials would be mitigated to less than significant levels.

Mitigation Measures:

HAZ-1 Hazardous Materials Site

Since the exploratory excavation confirmed the presence of the UST(s) and product lines, the UST and associated pipelines shall be removed. The Applicant shall consult a certified abatement contractor to identify and assist with compliance with applicable state and federal rules and regulations governing the removal and disposal of any potentially hazardous materials such as the on-site UST and associated pipelines. Prior to the issuance of any grading, or building permit, the applicant shall obtain a sign-off from the Fire Department indicating that all on-site hazardous materials associated with contaminated soils and any contaminated debris associated with the subsurface soils, have been suitably remediated.

HAZ-2 Human Health Hazard (Vector Control)

- The property shall be maintained in a neat, attractive, and safe condition at all times.
- On-site activities shall be conducted so as not to create noise, dust, odor, or other nuisances to surrounding properties.
- Trash and Recycling bins shall be maintained with a lid in working condition; such lid shall be kept closed at all times.
- Trash and garbage collection bins shall be maintained in good condition and repair such that there are no holes or points of entry through which a rodent could enter.
- Trash and garbage collection containers shall be emptied a minimum of once per week.

Trash and garbage bin collection areas shall be maintained free from trash, litter, garbage, and debris.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than Significant with Mitigation Incorporated. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project-related significant adverse effect may occur if the Project Site is located within 0.25-mile of an existing or proposed school site, and is projected to release toxic emissions, which would pose a health hazard beyond regulatory thresholds.

There are two schools that are approximately within one-quarter mile from the Project Site: Selma Avenue Elementary School and Larchmont Charter School, which are both located at 6611 Selma Avenue, approximately 0.06 mile west of the Project Site. The Proposed Project has the potential to expose students and staff of these identified schools to potentially hazardous materials, substances, or waste during the construction period. Localized construction impacts associated with noise, dust and localized air quality emissions, and construction traffic/hauling activities generally occur within an area of 500 feet or less of the Project Site. These two schools would likely experience construction impacts since they are located within 500 feet of the Project Site. The Proposed Project would provide appropriate construction measures to reduce the Project's impacts upon the nearby school facilities. The local haul route from the 101 Freeway would utilize Cahuenga Boulevard and Selma Avenue. The local haul route to the 101 Freeway would utilize Selma Avenue and Argyle Avenue. The haul route to and from the recycling centers would utilize Schrader Boulevard and Hollywood Boulevard. The proposed haul routes would travel eastbound and would not directly pass Selma Elementary School and Larchmont Charter School, which are both located approximately 0.06 miles west of the Project Site. Nevertheless, given the Project Site's proximity to the aforementioned schools, the Proposed Project would implement Mitigation Measure HAZ-2, below, which would further reduce any construction impacts related to nearby schools to less than significant levels.

Mitigation Measure:

HAZ-3 Construction Activity Near Schools

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

routes to the school be maintained.

- The Applicant 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 Selma Avenue, adjacent to the school.
- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on Selma Avenue, adjacent to the school, during school hours.
- Furthermore, no hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes would be typically associated with the operation of the Proposed Project and the use of these substances would comply with State Health Codes and Regulations. With regulatory code compliance, the Proposed Project's operational impacts would have a less than significant impact.

d) Would the project 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 exacerbate the current environmental conditions so as to create a significant hazard to the public or the environment?

Less than Significant with Mitigation Incorporated. California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste, and submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact may occur if the Project Site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses.

Alpha Environmental reviewed government agency lists to evaluate whether the Project Site or surrounding sites within the Project area may pose potential environmental concerns relative to the Project Site. The Project Site is listed on the EDR Historical Auto database, which reports the type as "Gasoline and Oil Service Stations" and year as "1942." The Project Site's former use as a service station from at least 1936 to approximately 1968 is identified as an environmental concern. Development of the Proposed Project would remove the on-site UST and associated pipelines and remediate any identified soil contamination on the Project Site. The Proposed Project would obtain necessary sign-off from the Los Angeles Fire Department. Additionally, as discussed under the Question VIII.(b) above, the Proposed Project would implement Mitigation Measure HAZ-1 to ensure that the Proposed Project would not create a significant hazard to the public or the environment during the construction phase.

The Phase I ESA identifies several surrounding sites that are listed on governmental agency lists. Considering the Project Site's location, and the relative locations of the listed facilities, Alpha Environmental concluded that none of the off-site environmental elements appear to be impacting the soil/groundwater beneath the Project Site. Therefore, Alpha Environmental did not

identify any listings within the records search area as a recognized environmental condition to the Project Site. Thus, it is unlikely that any surrounding sites would have a direct impact on the Project Site. With the Project's compliance with mandatory state and federal regulatory compliance measures and implementation of Mitigation Measure HAZ-1, potential impacts associated with the release of a hazardous material would be less than significant.

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 exacerbate current environmental conditions so as to result in a safety hazard for people residing or working in the project area?

No Impact. A significant project-related impact may occur if the Proposed Project were placed within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The nearest airport is the Burbank Bob Hope Airport located approximately 8.5 miles north of the Project Site. As such, the airport is not located within two miles of the Project Site. Furthermore, the Project Site is not in an airport hazard area. Therefore, no impact would occur.

f) For a project within the vicinity of a private airstrip, would the project exacerbate current environmental conditions so as to result in a safety hazard for people residing or working in the project area?

No Impact. This question would apply to the Proposed Project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The Project Site is not within the vicinity of a private airstrip. Therefore, no impact would occur.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if the project involved possible interference with an emergency response plan or emergency evacuation plan. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the degree to which the project may require a new, or interfere with an existing emergency response or evacuation plan, and the severity of the consequences. The Project Site is not located on an identified disaster route or an adopted emergency response or evacuation plan.[20,21] The nearest emergency routes, as identified in the Safety Element of the General Plan, are Hollywood Boulevard, over

[20] *Los Angeles County Department of Public Works, City of Los Angeles Central Area Disaster Route Map, August 13, 2008.*

[21] *City of Los Angeles, Safety Element of the Los Angeles City General Plan, Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles, April 1995.*

500 feet to the north; Sunset Boulevard, over 600 feet to the south; and Western Avenue, over 1.25 miles to the east. Development of the Project Site may require temporary and/or partial street closures due to construction activities. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The Proposed Project would not cause permanent alterations to vehicular circulation routes and patterns, impede public access or travel upon public rights-of-way. Therefore, the Proposed Project would not be expected to interfere with any adopted emergency response plan or emergency evacuation plan, and a less than significant impact would occur.

h) Would the project exacerbate existing hazardous environmental conditions by bringing people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The Project Site is located in an urbanized area of Hollywood in the City of Los Angeles and does not include wildlands or high fire hazard terrain or vegetation. The Project Site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ).[22] Therefore, no impacts from wildland fires are expected to occur.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in combination with the 158 related projects has the potential to increase to some degree the risks associated with the use and potential accidental release of hazardous materials in Hollywood and the City of Los Angeles. However, the potential impact associated with the Proposed Project would be less than significant with adherence to regulatory compliance measures and the incorporation of mitigation measures identified above and, therefore, would not be cumulatively considerable. With respect to the related projects, the potential presence of hazardous substances would require evaluation on a case-by-case basis, in conjunction with the development proposals for each of those properties. Further, local municipalities are required to follow local, state, and federal laws regarding hazardous materials, which would further reduce impacts associated with the related projects. Therefore, with compliance with local, state, and federal laws pertaining to hazardous materials, the Proposed Project in conjunction with related projects would be expected to result in less-than-significant cumulative impacts with respect to hazardous materials.

[22] *City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: www.zimas.lacity.org, accessed October 2016.*

IX. HYDROLOGY AND WATER QUALITY

a) Would the project violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving body of water. A significant impact may occur if a project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB) through its nine Regional Boards. The Project Site lies within the Los Angeles Regional Water Quality Control Board (RWQCB). Applicable regulations include compliance with NPDES permitting system, LAMC Article 4.4, and the low impact development requirements, which reduces potential water quality impacts during the construction and operation of a project.

Construction

Three general sources of potential short-term, construction-related stormwater pollution associated with the Proposed Project include: (1) the handling, storage, and disposal of construction materials containing pollutants; (2) the maintenance and operation of construction equipment; and (3) earth moving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment.

Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board NPDES Construction General Permit. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared and implemented for the Proposed Project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction Best Management Practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

The SWPPP would incorporate the required implementation of Best Management Practices (BMPs) for erosion control and other measures to meet the NPDES requirements for stormwater quality. Implementation of the BMPs identified in the SWPPP and compliance with the NPDES and City discharge requirements would ensure that the construction of the

Proposed Project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality. Additionally, City of Los Angeles Ordinance No. 173,494 further sets procedures for stormwater pollution control for the planning and construction of development and redevelopment projects. As such, the implementation of the code-required SWPPP and compliance with Ordinance No. 173,494 would ensure that the Proposed Project's construction-related water quality impacts would be less than significant.

Operation

The Project Site is currently developed with a two-story apartment building, detached garage, and a paved surface parking lot. The Project Site is nearly 100 percent covered with an impervious surface. Thus, nearly 100 percent of the surface water runoff from the Project Site is directed to adjacent storm drains and does not percolate into the groundwater table beneath the Project Site. Existing storm drain lines serving the Project Site are located along Schrader Boulevard and Selma Avenue. Stormwater along Selma Avenue flows westbound and continues southbound along Schrader Boulevard. The stormwater along Schrader Boulevard travels southbound then flows westbound along Sunset Boulevard and into stormwater inlets near the intersection of Sunset Boulevard and Cassil Place.[23] These storm drain lines are owned and maintained by the City of Los Angeles. The Proposed Project would continue to generate surface water runoff, and runoff would be directed to existing stormwater inlets in a similar manner as existing conditions. The Proposed Project's potential impacts to surface water runoff would be reduced to a less than significant level by incorporating stormwater pollution control measures that would regulate the amount and water quality of stormwater leaving the Project Site.

In November 2012, the Los Angeles adopted Order No. R4-2012-0175 the NPDES Stormwater Permit for the County of Los Angeles and cities within (NPDES No. CASOO4001). The primary objectives of the stormwater program requirements are to: (1) effectively prohibit non-stormwater discharge, and (2) reduce the discharge of pollutants from stormwater conveyance systems to the maximum extent practicable statutory standard.

The Proposed Project would be required to comply with the City of Los Angeles Stormwater and Urban Runoff Pollution Control Ordinance (Ordinance No. 172,176, effectuated October 1998), which established LAMC Sections 64.70 through 64.70.13 and set the foundation for stormwater management in the City of Los Angeles. Since the adoption of the Stormwater and Urban Runoff Pollution Control Ordinance, many additional ordinances have passed to keep LAMC Article 4.4, Stormwater and Urban Runoff Pollution Control, up to date. Approved in October 2011, the Low Impact Development (LID) Ordinance (Ordinance No. 181,899) expanded LAMC Article 4.4 and expanded the applicability of the existing Standard Urban Stormwater Mitigation

[23] *City of Los Angeles, Bureau of Engineering, Navigate LA, website: http://navigatela.lacity.org/navigatela/, accessed October 2016.*

Plan (SUSMP) requirements by imposing rainwater low impact development strategies on projects that require building permits. LAMC Article 4.4, including LID requirements, was recently amended in August 2015 with the approval of Ordinance No. 183,833, which incorporates the requirements of the Municipal Separate Storm Sewer (MS4) Permit. The Proposed Project would be required to prepare a LID Plan and demonstrate compliance with the LID requirements and standards and retain or treat the first ¾-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater.[24]

The Proposed Project falls within the second tier of the LID Ordinance requirements, which state that development projects that involve nonresidential use and result in an alteration of at least 50 percent or more of the impervious surfaces on an existing developed site, the entire site must comply with the standards and requirements of Article 4.4 of Chapter VI of the LAMC and with the Development Best Management Practices Handbook. The Project Site shall be designed to manage and capture stormwater runoff to the maximum extent practicable utilizing various LID techniques, including but not limited to infiltration, evapotranspiration, capture for use, and treated through high removal efficiency bio-filtration / bio-treatment systems of all runoff on-site (listed in priority order). On-site stormwater management techniques must be designed so that no stormwater runoff leaving the Project Site for at least the volume of water produced by the Stormwater Quality Design Volume (SWQDv). Development and redevelopment projects are required to prepare a LID Plan, which comply with the provisions of the Development Best Management Practices Handbook. If partial or complete on-site compliance of any type is technically infeasible, the Project Site and LID Plan shall be required to manage the flow from the SWQDv on-site in order to maximize on-site compliance. For the remaining runoff that cannot feasibly be managed on-site, the Proposed Project would be required to implement off-site mitigation on public and/or private land within the same sub-watershed as defined by the MS4 Permit.[25] Compliance with the LID requirements would reduce the amount of surface water runoff leaving the Project Site as compared to existing conditions.[26]

In compliance with the LID Plan, prior to issuance of grading permits, the Applicant shall submit a LID Plan and design plans to the City of Los Angeles Department of Building and Safety and the Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook. The BMPs shall be designed to retain or treat the runoff from a storm event producing ¾-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event (whichever is greater), in accordance with the Planning and Land Development Handbook for Low Impact Development, Part B Planning

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[24] *City of Los Angeles, Planning and Land Development Handbook for Low Impact Development (LID), Part B Planning Activities, 5th Edition, May 9, 2016.*

[25] *City of Los Angeles Ordinance No. 183,833, 2015.*

[26] *Ibid.*

Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed BMPs meet the numerical threshold standard shall be provided.

To ensure that all stormwater related BMPs are constructed and / or installed in accordance with the approved LID Plan, the City of Los Angeles requires a Stormwater Observation Report to be submitted to the City prior to the issuance of the Certificate of Occupancy. All projects reviewed and approved would require a Stormwater Observation Report and would be prepared, signed, and stamped by the engineer of record responsible for the approved LID Plan. With approval and issuance of a Certificate of Occupancy from LADBS, the Proposed Project would be determined to be in compliance with all applicable codes, ordinances, and other laws. [27]

Full compliance with the LID requirements and implementation of design-related BMPs would ensure that the operation of the Proposed Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Therefore, as the Proposed Project would be subject to the LID requirements and compliance procedures, operational water quality impacts would be less than significant with code compliance.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on groundwater level if it would change potable water levels sufficiently to: (a) reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought; (b) reduce yields of adjacent wells or well fields (public or private); (c) adversely change the rate or direction of flow of groundwater; or (d) result in demonstrable and sustained reduction in groundwater recharge capacity. As discussed in Question IX (a), the Project Site is nearly 100 percent impervious. As such, almost 100 percent of the surface water runoff from the Project Site is directed to adjacent storm drains and does not percolate into the groundwater table beneath the Project Site. Groundwater was not encountered during exploration, conducted to a maximum depth of 80 feet below the existing grade. The historically highest groundwater level is at a depth lower than 80

[27] *City of Los Angeles, Planning and Land Development Handbook for Low Impact Development (LID), Part B Planning Activities, 5th Edition, May 9, 2016.*

feet below the ground surface.[28] The Proposed Project would excavate soils beneath the Project Site at approximately 30 feet below grade to allow for the construction of the proposed subterranean parking levels. Because the depth of groundwater is sufficiently lower than the depth of proposed excavation, construction of the Proposed Project would not deplete groundwater supplies or interfere substantially with groundwater recharge. Therefore, impacts to the groundwater table would be less than significant.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The Project Site is located in a highly urbanized area of the City of Los Angeles, and no streams or river courses are located on or within the Project vicinity. The Project Site is nearly 100 percent impervious. Implementation of the Proposed Project would not increase site runoff or result in any changes in the local drainage patterns. Further, the Proposed Project would comply with LAMC Chapter VI, Article 4.4, Stormwater and Urban Runoff Pollution Control. Impacts associated with localized drainage and surface water runoff would therefore be considered less than significant.

d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The Proposed Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. Therefore, the Proposed Project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. In addition, the Proposed Project would comply with LAMC Chapter VI, Article 4.4, Stormwater and Urban Runoff Pollution Control, and as such, impacts would be less than significant.

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[28] *Geotechnologies, Inc., Geotechnical Engineering Investigation, Proposed Hotel, 1600 Hudson Avenue and 1614 Schrader Boulevard, Hollywood, California, October 25, 2016, revised January 31, 2017. (See Appendix D of this IS/MND).*

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. A significant impact may occur if the volume of stormwater runoff from the Project Site were to increase to a level which exceeds the capacity of the storm drain system serving the Project Site. A significant adverse effect would also occur if a project substantially increases the probability that polluted runoff would reach the storm drain system.

Currently, the Project Site is nearly 100 percent developed with impervious surfaces, and nearly 100 percent of surface water runoff is directed to adjacent street storm drains. Existing storm drain lines serving the Project Site are located along Schrader Boulevard and Selma Avenue. Stormwater along Selma Avenue flows westbound and then continues southbound along Schrader Boulevard. The stormwater along Schrader Boulevard travels southbound then flows westbound along Sunset Boulevard and into stormwater inlets near the intersection of Sunset Boulevard and Cassil Place.[29] These storm drain lines are owned and maintained by the City of Los Angeles.

The Proposed Project would not result in a significant increase in site runoff, or any changes in the local drainage pattern. Runoff from the Project Site would be collected on the Project Site and directed towards existing storm drains in the Project vicinity that have adequate capacity. Pursuant to local practice and City policy, stormwater retention or treatment BMPs would be required as part of the LID requirements (despite no increase in imperviousness of the Project Site). Any pollutants from the parking areas would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance standards and retain or treat the first ¾ –inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event (whichever is greater), which would reduce the Proposed Project's impact to the stormwater infrastructure. Additionally, any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. The Proposed Project would comply with LAMC Chapter VI, Article 4.4 and all applicable laws and regulations pertaining to stormwater runoff and water quality would ensure impacts are less than significant. Therefore, the Proposed Project would not create or contribute to runoff water, which would exceed capacity of existing or planned stormwater drainage

[29] *City of Los Angeles, Bureau of Engineering, Navigate LA, website: http://navigatela.lacity.org/navigatela/, accessed October 2016.*

systems or provide substantial additional sources of polluted runoff. Potential impacts to surface water quality would be less than significant.

f) Would the project otherwise substantially degrade water quality?

Less Than Significant Impact. 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, once operational, would not use hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes would be typically associated with the operation of the Proposed Project and the use of these substances would comply with State Health Codes and Regulations. Further, the Proposed Project would comply with all federal, state and local regulations governing stormwater discharge. Therefore, a less than significant impact would occur.

g) Would the project 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?

No Impact. A significant impact would occur if the Proposed Project were to place housing within a 100-year flood hazard area. A 100-year flood is defined as a flood which results from a severe rainstorm with a probability of occurring approximately once every 100 years. According to the Federal Emergency Management Agency (FEMA), the Project Site is not located in an area designated as a 100-year flood hazard area. The Project Site in a zone designated as Zone X, which signifies that the area is outside the 0.2% annual chance floodplain.[30] Therefore, the Proposed Project would not place housing within a 100-year flood hazard area, and no impact would occur.

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. A significant impact may occur if the Project was located within a 100-year flood zone, which would impede or redirect flood flows. The Project Site is not in an area designated as a 100-year flood hazard area as mapped by the FEMA's Flood Insurance Rate Map. The Project Site is in a zone designated as Zone X, which signifies that the area is outside the 0.2% annual chance floodplain.[31] The Project Site is located in an urbanized area. As no changes to the local drainage pattern would occur with implementation of the Proposed Project, the Proposed Project would not have the potential to impede or redirect floodwater flows. Therefore,

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[30] *Federal Emergency Management Agency (FEMA), Flood Insurance Rate Map, Panel Number 06037C1605F, September 26, 2008, website: http://dpw.lacounty.gov/wmd/floodzone/, accessed November 2016.*

[31] *Ibid.*

no impact would occur.

i) Would the project 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?

Less Than Significant Impact. A significant impact may occur if the Proposed Project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam, including but not limited to a seismically-induced seiche. Seiches are large waves generated in very large enclosed bodies of water or partially enclosed arms of the sea in response to ground shaking. A review of the City of Los Angeles General Plan Safety Element indicates that the Project Site lies within a potential inundation area of the Mulholland Dam located approximately 1.2 miles north of the Project Site.[32] However, the California Division of Safety of Dams regulates all dams in California with the mission to protect people against loss of life and property from dam failure.[33] Additionally, the LADWP regulates, monitors, and implements measures for facilities within the City's borders and facilities owned and operated by the City within other jurisdictions. The Mulholland Dam is owned by the City and, therefore, must comply with all LADWP mitigation measures to prevent dam failure. Thus, the Proposed Project would not 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. Therefore, impacts related to the failure of a levee or dam would be less than significant.

j) Would the project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?

No Impact. A significant impact would occur if the Project Site is sufficiently close to the ocean or other water body to be potentially at risk of the effects of seismically-induced tidal phenomena (i.e., seiche and tsunami), or if the Project Site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows. As stated above, seiches are large waves generated in very large enclosed bodies of water or partially enclosed arms of the sea in response to ground shaking. Tsunamis are waves generated in large bodies of water by fault displacement or major ground movement.

According to the City of Los Angeles General Plan Safety Element, the Proposed Project does not lie within a tsunami hazard area.[34] Review of the City of Los Angeles General Plan Safety

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[32] *City of Los Angeles Department of City Planning, Safety Element of the Los Angeles City General Plan, Exhibit G: Inundation & Tsunami Hazard Areas In the City of Los Angeles, March 1994.*

[33] *California Department of Water Resources, Division of Safety of Dams, Our Mission, website: http://www.water.ca.gov/damsafety/, accessed October 2016.*

[34] *City of Los Angeles Department of City Planning, Safety Element of the Los Angeles City General Plan, Exhibit G: Inundation & Tsunami Hazard Areas In the City of Los Angeles, March 1994.*

Element, the Proposed Project lies within a potential inundation area of the Mulholland Dam located 1.2 miles north of the Project Site.[35] However, the California Division of Safety of Dams and the LADWP regulate and enforce measures to prevent inundation from occurring. In addition, the Project Site is located approximately 11 miles east of the Pacific Ocean. Therefore, the Project Site is not anticipated to be subject to tsunamis and seiches, and no impact would occur with respect to tsunamis and seiches.

Furthermore, the Project Site and the surrounding area are highly urbanized and relatively flat. The Proposed Project's potential for landsliding is considered to be low due to the lack of an elevation difference across and adjacent to the Project Site. Additionally, the Geotechnical Investigation determined that the probability of seismically-included landsliding occurring on the Project Site would be low due to the general lack of elevation difference slope geometry across or adjacent to the Project Site.[36] Thus, the occurrence of mudflows on the Project Site is considered low, and no impact would occur with respect to mudflow.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in combination with the 158 related projects would result in the further infilling of uses in a highly developed area within the City of Los Angeles. As discussed above, the Project Site and the surrounding areas are served by the existing City storm drain system. Runoff from the Project Site and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest drainage improvements. It is likely that most, if not all, of the related projects would also drain to the surrounding street system. However, under the requirements of the LID provisions, each related project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing ¾-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater. Mandatory structural BMPs in accordance with the NPDES water quality program will therefore result in a cumulative reduction to surface water runoff, as the development in the surrounding area is limited to infill developments and redevelopment of existing urbanized areas. Therefore, the Proposed Project would not make a cumulatively considerable contribution to impacting the volume or quality of surface water runoff, and cumulative impacts to the existing or planned stormwater drainage systems would be less than significant.

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[35] *City of Los Angeles Department of City Planning, Safety Element of the Los Angeles City General Plan, Exhibit G: Inundation & Tsunami Hazard Areas In the City of Los Angeles, March 1994.*

[36] *Geotechnologies, Inc., Geotechnical Engineering Investigation, Proposed Hotel, 1600 Hudson Avenue and 1614 Schrader Boulevard, Hollywood, California, October 25, 2016, revised January 31, 2017. (See Appendix D of this IS/MND).*

X. LAND USE AND PLANNING

a) Would the project physically divide an established community?

No Impact. A significant impact may occur if the project would be sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors: (a) the extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area; (b) the extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and (c) the number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the Proposed Project.

The Project Site is located in an urbanized area of the Hollywood community and is consistent with the existing physical arrangement of the properties within the vicinity of the Project Site. The Proposed Project would retain and renovate an existing apartment building and detached garage building, and would replace surface parking with an 11-story mixed use hotel building with restaurant uses. The surrounding neighborhoods are characterized by multi-family residential, hotel, and commercial uses. Therefore, the Proposed Project would not physically divide an established community in the Hollywood community. No separations of uses or disruption of access between land use types would occur as a result of the Proposed Project. Accordingly, implementation of the Proposed Project would not disrupt or divide the physical arrangement of the established community, and no impact would occur.

b) Would the project 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?

Less Than Significant Impact. A significant impact may occur if the Proposed Project is inconsistent with the General Plan or zoning designations applicable to the Project Site, and would cause adverse environmental effects, which the General Plan and zoning designations are created to avoid or mitigate.

Regional Plans

SCAQMD Air Quality Management Plan

The Proposed Project is located within the South Coast Air Basin (Basin) and, therefore, falls under the jurisdiction of the SCAQMD. In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies. The SCAQMD's Air Quality Management Plan (AQMP) was updated in 2017 ("2016 AQMP") to establish a comprehensive air pollution control program leading to the attainment of State and federal air quality standards

in the Basin, which is a non-attainment area. The most recent AQMP was adopted on March 3, 2017. With the approval of the Vesting Zone Change and Height District Change from C4-2D to [Q]C2-2D to permit the construction of the Proposed Project and a FAR of 3.14:1, the Proposed Project would conform to the zoning and land use designations for the Project Site as identified in the General Plan. Furthermore, as noted in Section III, Air Quality, the Proposed Project would not exceed the daily emission thresholds during the construction or operational phases of the Proposed Project. Therefore, the Proposed Project would be consistent with the AQMP.

SCAG Regional Comprehensive Plan

The Project Site is located within the six-county region that comprises the SCAG planning area. The SCAG Regional Comprehensive Plan (RCP) includes growth management policies that strive to improve the standard of living, maintain the regional quality of life, and provide social, political, and cultural equity. The Proposed Project would be consistent with policies set forth in the RCP, as the Project is an infill development and would redevelop an underutilized parking lot with a hotel building with restaurant uses, which is consistent with both local and regional plans for growth and development. Thus, as the Proposed Project would generate approximately 92 new employees, the Proposed Project would be consistent with SCAG growth projections. Refer to Section XIII, Population and Housing.

Transit Priority Area (SB 743)

The Project Site is an infill site within a Transit Priority Area as defined by CEQA and the City of Los Angeles. A transit priority area is defined as an area within one-half mile of a major transit stop that is existing or planned. In 2013, the State of California enacted Senate Bill 743 (SB 743), which provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” An employment center project is defined as a project located on a property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area. The Project Site is currently zoned C4-2D, and the Applicant is requesting a Vesting Zone Change / Height District change to [Q]C2-2D. As such, the Project Site is zoned for commercial land uses and thus meets the criteria of an employment center. The Proposed Project includes the development of a hotel building with restaurant uses with a proposed floor area ratio of 3.14:1 FAR. For this reason, SB 743 would apply to the Proposed Project, as it pertains to aesthetics and parking analysis. No further discussion is required.

Local Plans

Los Angeles General Plan

The General Plan is a comprehensive, long-range declaration of purposes, policies and programs for the development of the City. The General Plan is a document consisting of 11

elements, which include a Framework Element, Air Quality Element, Conservation Element, Housing Element, Noise Element, Open Space Element, Service Systems Element / Public Recreation Plan, Safety Element, Mobility Element, a Plan for a Healthy Los Angeles, and the Land Use Element. The Land Use Element is comprised of 35 community plans.[37]

The General Plan Element most applicable to the Proposed Project is the Framework Element and the Land Use Element. The Framework Element provides citywide guidelines and a foundation in which Community Plans and other General Plan Elements can base their more specific goals, objectives, and policies on. The Project would promote the Framework Economic Development Chapter's goals and objectives for commercial competitiveness, job creation and retention, and economic prosperity for the City of Los Angeles. With approval of the entitlement requests, the Project would be zoned [Q]C2-2D and have a corresponding General Plan land use designation of Regional Center Commercial.

The Land Use Element is comprised of 35 community plans. The Hollywood Community Plan has jurisdiction over the Project Site. The Community Plan is further discussed below.

Hollywood Community Plan

The Project Site is located within the Hollywood Community Plan Area (CPA). The General Plan land use designation for the Project Site is Regional Center Commercial. Per the Redevelopment Plan, the Project Site's General Plan land use designation of Regional Center Commercial permits an FAR up to 4.5 times the buildable area of the site. The Community Plan goals and objectives include providing an official guide to the future development of the Hollywood Community. As described in the Community Plan, the purpose of the plan is to:

> *"provide an official guide to the future development of the Community for the use of the City Council, the Mayor, the City Planning Commission; other concerned government agencies, residents, property owners, and business people of the Community; and private organizations concerned with planning and civic betterment... The Plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic and social and physical health, safety, welfare, and convenience of the Community, within the larger framework of the City; guide development, betterment, and change of the Community to meet the existing and anticipated needs and conditions; balance growth and stability; reflect economic and potentials and limits, land development and other trends; and protect investment to the extent reasonable and feasible."* [38]

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[37] *City of Los Angeles Department of City Planning, General Plan Elements, website: http://cityplanning.lacity.org/, accessed November 2016.*

[38] *City of Los Angeles Department of City Planning, Hollywood Community Plan, 1988, effective April 2, 2014.*

The Proposed Project would provide a rehabilitated 12-unit apartment building and detached accessory building, and a hotel development with restaurant uses on a site that is currently developed with a surface parking lot within the Hollywood community. The Proposed Project would conform to the goals, objectives, and land uses identified in the Community Plan. The Proposed Project would revitalize the area with the development of an 11-story mixed-use hotel. The existing 12-unit apartment building would remain and be rehabilitated and does not intend to add or demolish any dwelling units. The detached garage building would be demolished and replaced with a hotel accessory building for mechanical equipment, which would include an electrical room and transformer. The proposed hotel building would provide a maximum of 198 hotel guestroom units and 5,557 square feet of restaurant, coffee bar and rooftop/lounge uses with a total of 100 parking spaces and 36 bicycle spaces. The guestroom units would be located on 9 floors (Level 2 through Level 10). The Proposed Project would provide a variety of on-site amenities, which may include but is not limited to, restaurant, coffee bar, informal Wi-Fi lounge, outdoor terrace, bar / lounge, west terrace, south pool terrace, and pool bar. The exterior dining space on the ground floor would be adjacent to the public right-of-way. Additional hotel amenities include landscaped areas on the ground floor, third floor roof terrace, and the 11th floor roof terrace (which would include a swimming pool and lounging areas). A detailed analysis of the consistency of the Proposed Project with the applicable objectives and policies of the Hollywood Community Plan is presented in Table III-9, below.

Table III-9
Project Consistency with Applicable Objectives and Policies of the Hollywood Community Plan

Objective / Policy	Project Consistency Analysis
Objective 1: To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area. To further the development of Hollywood as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry.	The Proposed Project would increase the hotel and restaurant uses necessary for Hollywood as well as other parts of the City of Los Angeles and the metropolitan area. The Project would provide 198 new guestroom units within the Hollywood Community, which would add to the hotel availability for guests visiting Hollywood. The Proposed Project would support Hollywood as an entertainment (including motion picture) and tourist destination. Additionally, the Proposed Project would provide employment and commercial opportunities in the Hollywood Community. The Project Site is located approximately 0.5 miles southeast of the Hollywood / Highland Metro station and 0.5 miles southeast of the Hollywood / Vine Metro station. Additionally, the Project Site is within walking distance of multiple bus lines along Hollywood Boulevard and Sunset Boulevard, including Metro Local lines 2, 210, 212, 217, 222, 237, and 656; Metro Limited lines 302 and 312; Metro Rapid 780; and LADOT line DASH Hollywood. The Metro subway stops and multiple bus lines provide access to other parts of the City of Los Angeles and surrounding metropolitan area. Therefore, the Proposed Project supports this

	Objective.
Objective 2: To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 2010.	This Objective is directed toward City goals and does not pertain to individual development projects, such as the Proposed Project. The Proposed Project would contain an apartment building and a mixed-use hotel building with restaurant uses that would supplement and complement a substantially commercial and multi-residential area of Hollywood. The Proposed Project is located within the Hollywood Boulevard District within the Hollywood Redevelopment Plan area, which aims to provide pedestrian-oriented retail and pedestrian and encourage entertainment, theater, and tourist related uses. Additionally, the Hollywood Community Plan and Hollywood Redevelopment Plan specify an FAR of 4.5:1. While the Project Site currently has a "D" limitation, per Ordinance 165,660, that limits development to an FAR of 2:1. Approval of the proposed Vesting Zone Change / Height District change would allow the proposed FAR of 3.14:1 and would be consistent with the base FAR described in the Community Plan and Redevelopment Plan. As further described in Section XIII, Population and Housing, the Proposed Project's employee generation would be within the projected growth for the Hollywood Community Plan area. Therefore, the Proposed Project would not hinder this Objective.
Objective 3-1: To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.	The Proposed Project would rehabilitate the existing 12-unit apartment building and does not intend to add or demolish any dwelling units. The apartment building will continue to provide 6 studio units, 4 one-bedroom units, and 2 two-bedroom units and the units would be available to all persons, including existing Hollywood employees and residents to satisfy the varying needs and desires of all economic segments of the Hollywood Community. Therefore, the Proposed Project would not hinder this Objective.
Objective 3-2: To encourage the preservation and enhancement of the varied and distinctive residential character of the Community, and to protect lower density housing from the scattered intrusion of apartments.	The northern portion of the Project Site currently consists of a two-story apartment building with 12 multi-family dwelling units. The 12 available dwelling units would remain on-site. The Proposed Project would involve the exterior rehabilitation of the on-site apartment building and would not decrease the existing housing stock in the area. The Proposed Project would aim to preserve the distinct residential character of the Project vicinity. Additionally, the Proposed Project would revitalize an underutilized site that is currently developed with a surface parking lot. The Project Site and surrounding area are zoned for commercial uses, and the Project Site is located in an area that is substantially characterized by Regional Center Commercial land use designation. The surrounding area includes commercial, public services, and multi-family uses; no single-family homes or lower density

	residential neighborhoods currently exist in the Project area. Refer to Figure II-2, Zoning and General Plan Designations, located in Section II, Project Description. Therefore, the Proposed Project would not intrude into a residential or lower density neighborhood. The Proposed Project would not hinder this Objective.
Objective 4: To promote economic well-being and public convenience.	The Proposed Project would provide 198 guestrooms and 5,557 square feet of restaurant, coffee bar and rooftop/lounge uses, which would support the economic well-being of the Hollywood community and promote tourism in the area. Additionally, the Project Site is located 0.5 miles of the Hollywood / Vine and Hollywood / Highland Metro stations and multiple bus lines. This close proximity would increase the public convenience and accessibility of the Project Site by connecting it to local and regional transit lines. Thus, the Proposed Project supports this Objective.
Objective 5: To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development. To encourage open space in both local neighborhoods and in high density areas.	As discussed in Section XIV, Public Services, and Section XVII, Utilities and Service Systems, the Proposed Project would result in less than significant impacts to public services and utilities. Additionally, any upgrades to infrastructure and utility hook ups that may be needed as part of the Proposed Project would be coordinated with the appropriate City agency to ensure the proper programming and phasing of public facilities with the development of the Proposed Project. Additionally, the proposed hotel building would include landscaped common areas and amenities on-site for hotel guests and visitors, including on the ground floor, third level roof terrace and 11th level roof terrace. The Proposed Project would not add any additional residential units and is not expected to generate an increased demand on local parks. The Proposed Project would be consistent with this Objective.
Objective 6: To make provision for a circulation system coordinated with land uses and densities adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.	As discussed in Section XVI, Transportation and Traffic, the Proposed Project would not exceed the threshold of significance at any of the study intersections. Additionally, the Proposed Project is located in a Transit Priority Area, and within walking distance from two Metro subway stations and multiple bus stops. As such, the Proposed Project would not create significant impacts to the existing circulation system or substantially contribute to traffic. Although is directed toward City goals, the Proposed Project would support the implementation of this Objective.
Objective 7: To encourage the preservation of open space consistent with property rights when privately owned and to promote the preservation of views, natural character and topography of mountainous parts of the Community for the enjoyment of both local residents and persons throughout the Los Angeles region.	This Objective does not specifically pertain to the Proposed Project since it encourages and promotes the preservation of open space. The Project Site is currently developed with an apartment building, detached garage building and a paved surface parking lot and does not contain open space. The Project Site is located in a substantially urbanized area and no natural open space or mountainous topography

	currently exists on-site or in the immediate Project Site area. Additionally, there are no protected views or view sheds in the Project Site area that may be diminished with the development of the Proposed Project. The Proposed Project would be compatible with surrounding land uses and promote this Objective.
Source: City of Los Angeles Department of City Planning, Hollywood Community Plan, 1988; and Parker Environmental Consultants, 2017.	

The Hollywood Community Plan addresses planning and land use issues and opportunities in various sectors, such as commerce, housing, industry, circulation, service systems, recreation and parks, fire protection, public schools, libraries, other public facilities, and social services. As discussed in Section XIII, Population and Housing, the Project is consistent with SCAG's employment growth projections.

Additionally, the Hollywood Community Plan states that the Redevelopment Plan limits development within Regional Center Commercial designation areas to the equivalent of an average FAR of 4.5:1. The Project Site currently includes a "D" limitation, which limits development to 2:1 FAR. The Proposed Project includes a Vesting Zone Change / Height District Change from C4-2D to [Q]C2-2D, where the "D" limitation would allow the proposed FAR of 3.14:1. Therefore, the Vesting Zone Change / Height District Change would be consistent with the height provisions of Hollywood Community Plan and the Hollywood Redevelopment Plan (further discussed below).

The Proposed Project would be consistent with the goals, objectives, and policies set forth in the Hollywood Community Plan. Therefore, the Proposed Project is consistent with the applicable land use and planning policies in the Hollywood Community Plan.

Hollywood Redevelopment Plan for the Hollywood Redevelopment Project

The Proposed Project is located within the Hollywood Redevelopment Project area, which was established by the Community Redevelopment Agency of the City of Los Angeles (CRA/LA). The CRA/LA has since been disbanded. Development in the Hollywood Redevelopment Project Area is governed by the Redevelopment Plan that was adopted in July 2003 by the CRA/LA and remains effective until July 2033. The Redevelopment Plan states it will attain the purposes of the California Community Redevelopment Law, "(1) by elimination of areas suffering from depreciated values, impaired investments, and economic and social maladjustment; (2) by the replanning, redesign and rehabilitation and/or redevelopment of areas which are stagnant or improperly utilized and which could not be accomplished by private enterprise acting alone without public participation and assistance; and (3) by protecting and promoting sound development and redevelopment of blighted areas and the general welfare of the citizens of the

City by remedying such injurious conditions through the employment of appropriate means." [39]

The Redevelopment Plan identifies overall objectives and development standards to guide the development, redevelopment, and rehabilitation of properties within the Hollywood Redevelopment area. Table III-10, below, provides a detailed analysis of the consistency of the Proposed Project with the applicable goals of the Redevelopment Plan.

Table III-10
Project Consistency with Applicable Goals of the Redevelopment Plan

Goal	Project Consistency Analysis
1) Encourage the involvement and participation of residents, business persons, property owners, and community organization in the redevelopment of the community.	The Proposed Project would redevelop an underutilized site is that is currently developed with a surface parking lot and would rehabilitate an existing apartment building. The Proposed Project would be designed in coordination with the appropriate City and County agencies. As part of the environmental review process, the Proposed Project would be available for public review and comments to encourage the involvement of community stakeholders. Thus, the Project is consistent with this goal.
2) Preserve and increase employment, and business and investment opportunities through redevelopment programs and, to the greatest extent feasible, promote these opportunities for minorities and women.	The Proposed Project would involve 198 guestrooms and 5,557 square feet of restaurant, coffee bar and rooftop/lounge uses, which would increase employment, business, and investment opportunities in the area. Additionally, as discussed in XIII, Population and Housing, the Proposed Project would create approximately 92 new employees to the Project Site, which would increase employment in the area. The Proposed Project would provide these opportunities to all persons, including minorities and women. Thus, the Proposed Project is consistent with this goal.
3) Promote a balanced community meeting the needs of the residential, commercial, industrial, arts and entertainment sectors.	The Proposed Project would involve the exterior rehabilitation of an apartment building and the development of an 11-story hotel building with 5,557 square feet of restaurant, coffee bar and rooftop/lounge uses. The Proposed Project's uses would support the surrounding residential, commercial businesses, arts and entertainment industry. The 12 multi-family apartment units will continue to provide housing in the community, and the 198 guestroom units would attract visitors and guests and supplement the Hollywood community with hotel uses. The uses proposed by the Project would promote a balanced community and would help meet the needs of the residential, commercial, industrial, and entertainment sectors. Thus, the

[39] *City of Los Angeles, Hollywood Redevelopment Plan (Page 2), adopted July 12, 2003.*

	Proposed Project would be consistent with this goal.
4) Support and encourage the development of social services with special consideration given to participating in projects involving community based organizations that serve runaways, the homeless, senior citizens and provide child care services and other social services.	This goal does not specifically pertain to the Proposed Project because it calls for providing social services. The Proposed Project does not involve the development of any social services. Nevertheless, the Proposed Project would rehabilitate an apartment building and redevelop a site that is currently developed with a surface parking lot into a mixed-use hotel building. As such, the Proposed Project would not remove any social services, since none exist on-site. The Proposed Project would not conflict with this goal.
5) Improve the quality of the environment, promote a positive image for Hollywood and provide a safe environment through mechanisms such as: • adopting land use standards; • promoting architectural and urban design standards including: standards for height, building setback, continuity of street façade, building materials, and compatibility of new construction with existing structures and concealment of mechanical appurtenances; • promoting landscape criteria and planting programs to ensure additional green space; • encouraging maintenance of the built environment; • promoting sign and billboard standards; • coordinating the provision of high quality public improvements; • promoting rehabilitation and restoration guidelines; • integrating public safety concerns into planning efforts.	The Proposed Project would be designed and developed with the guidance of City Planning Staff and the applicable plans. The Proposed Project would adopt land use standards, promote architectural and urban design standards, promote landscape criteria, encourage maintenance of the built environment, promote sign and billboard standards, coordinate the provision of high quality public improvements, and integrate public safety concerns into planning efforts. As a result, the Proposed Project would improve the quality of the environment, promote a positive image for Hollywood, and provide a safe environment. Thus, the Proposed Project would be consistent with this goal.
6) Support and promote Hollywood as the center of the entertainment industry and a tourist destination through the retention, development and expansion of all sectors of the entertainment industry and the preservation of landmarks related to the entertainment industry.	Although this goal pertains to the retention of sectors of the entertainment industry and the preservation of landmarks related to the entertainment industry, the Proposed Project would add 198 hotel guestroom units to the Hollywood area. The Proposed Project would support and promote Hollywood as a tourist destination with the development of the hotel. Thus, the Proposed Project would be consistent with this goal.
7) Promote the development of Hollywood Boulevard within the Hollywood commercial core as a unique place which: • reflects Hollywood's position as the entertainment center; • provides facilities for tourists;	The Proposed Project is located within the Hollywood Boulevard District within the Hollywood Redevelopment Plan area. The Proposed Project would promote the redevelopment objectives for the Hollywood Boulevard District. The Proposed Project would provide a hotel development with restaurant uses that would support the Hollywood entertainment and arts industry and would support

• contains active retail and entertainment uses at the street level; • provides for residential uses; • is pedestrian oriented; • is a focus for the arts, particularly the performing arts; and • recognizes and reinforces its history and architecture.	tourism in the area. The Proposed Project would provide a restaurant and coffee bar on the ground floor and a bar/lounge area on the roof level that would activate pedestrian activity along Schrader Boulevard and Selma Avenue. The Proposed Project would provide street trees along Selma Avenue and Schrader Boulevard. The Proposed Project would also retain the adjacent apartment building and would rehabilitate the building; all 12 apartment units would remain on-site and continue to provide residential uses in the neighborhood. The Proposed Project would also be designed and constructed with the guidance of the Design District Plan, which provides design standards and guidelines for development within the Hollywood Boulevard District. The Proposed Project would support this goal.
8) Promote and encourage the retention and expansion of all segments of the arts community and the support facilities necessary to foster the arts and attract the arts through land use and development policies such as the creation of a theater district.	This goal is directed toward general City goals. Nevertheless, the Proposed Project would not conflict with this objective. Although the Proposed Project does not include any art-related land uses, the Proposed Project would preserve a residential apartment building and construct a new hotel with restaurant uses that would support the surrounding Hollywood art and cinema community. The Proposed Project would provide future residents and hotel services for visitors and tourists who may frequent the surrounding Hollywood art and cinema community. Therefore, the Proposed Project would be consistent with this goal.
9) Provide housing choices and increase the supply and improve the quality of housing for all income and age groups, especially for persons with low and moderate incomes; and to provide home ownership opportunities and other housing choices which meet the needs of the resident population.	The Proposed Project would involve rehabilitating the on-site apartment building, which all 12 dwelling units would remain. There would be no net increase or decrease in apartment units provided. The units would be available to all persons, including existing Hollywood employees and residents, without discrimination. Additionally, the Proposed Project's dwelling units would be available at market rate. Because the building would be rehabilitated, the proposed units can attract new and existing, economically, and ethnically diverse households. Since the Proposed Project would only involve the exterior rehabilitation of the existing apartment building and would not change the number of net dwelling units, the Proposed Project would not impact the available housing stock in the Community. Therefore, the Proposed Project would not conflict with this goal.
10) Promote the development of sound residential neighborhoods through mechanisms such as land use, density and design standards, public improvements, property spaces and other support services necessary to enable residents to live and work in Hollywood.	This goal is directed towards the City of Los Angeles. The Proposed Project includes the exterior of an existing apartment building and the development of a building with hotel guestrooms and restaurant uses. The Project Site vicinity is developed with commercial, public facilities, and multi-family residential building. Since the Proposed

	Project would only involve the exterior rehabilitation of the existing apartment building and would not change the number of net dwelling units, the Proposed Project would not encroach on a residential neighborhood. Therefore, the Proposed Project would not conflict with this goal.
11) Recognize, promote and support the retention, restoration and appropriate reuse of existing buildings, groupings of buildings and other physical features especially those having significant historic and/or architectural value and ensure that new development is sensitive to these features through land use and development criteria.	The Project Site is currently developed with a surface parking lot and a two-story apartment building with a detached garage. The Proposed Project would preserve the existing apartment building and rehabilitate the building to retain the 12 dwelling units on-site. Additionally, the Proposed Project would be designed to complement the surrounding area (including the identified historic buildings: the U.S. Post Office building located at 1615 Wilcox Avenue and the YMCA building located at 1553 Schrader Boulevard). The Proposed Project would be designed with the guidance of the Design District Plan, which provides design guidelines for development within the Hollywood Boulevard district (further discussed below). The Proposed Project would not hinder this goal.
12) Support and encourage a circulation system which will improve the quality of life in Hollywood, including pedestrian, automobile, parking and mass transit systems with an emphasis on serving existing facilities and meeting future needs.	As discussed in Section XVI, Transportation and Traffic, the Proposed Project would result in a less than significant impact to transportation and traffic. The Proposed Project would not create a significant impact at any of the study intersections. Additionally, the Proposed Project is located in a Transit Priority Area and is within 0.5 miles from the Hollywood / Vine Metro Station and Hollywood / Highland Metro Station. The Proposed Project is located within walking distance of multiple bus stops along Hollywood Boulevard and Sunset Boulevard. Additionally, the Proposed Project would activate pedestrian activity along Selma Avenue and Schrader Boulevard with the development of a restaurant on the ground floor and outdoor seating and dining areas. The Proposed Project would encourage pedestrian activity and mass transit use by its location and pedestrian-oriented design. Moreover, the Proposed Project would include 100 parking spaces and 36 bicycle parking spaces on-site, which meet the requirements of the LAMC. The Proposed Project would support and encourage multiple forms of transportation within the Hollywood Community. The Proposed Project would support this goal.
13) Promote and encourage development of health, education, child and youth care, and senior citizen facilities and programs to enable the development of a community with a variety of lifestyles.	This objective does not specifically pertain to the Proposed Project since it promotes and encourages the development of social services. The Proposed Project would redevelop a site that is currently developed with an apartment building and a surface parking lot. As such, the Proposed Project would not remove any existing health, education, child and youth care, or senior citizen facilities or programs.

	The Proposed Project would support and supplement the surrounding community with hotel and restaurant uses. The Proposed Project would not conflict with this goal.
14) Promote and encourage development of recreational and cultural facilities and open spaces necessary to support attractive residential neighborhoods and commercial centers.	Although this objective is directed toward City goals, the Proposed Project would support this goal. The Proposed Project includes the exterior rehabilitation of a 12-unit apartment building and the development of a 198-guestroom hotel with 5,557 square feet of restaurant, coffee bar and rooftop/lounge uses. The Proposed Project would provide approximately 8,313 square feet of common space on-site and a 432 square-foot swimming pool. Additionally, the Proposed Project would include a restaurant and coffee bar on the ground floor, which would provide an attractive pedestrian-scale design and activate the public right-of-ways along Selma Avenue and Schrader Boulevard. The Proposed Project would be designed and constructed with the guidance of the Design District Plan, further discussed below.
15) Promote the development of the varied ethnic communities in Hollywood.	Although the Proposed Project does not directly promote the development of the varied ethnic communities in Hollywood, the Project is proposing 12 rehabilitated apartment units and the development of 5,557 square feet of restaurant, coffee bar and rooftop/lounge uses and 198 hotel rooms. These uses may support existing ethnic communities. Additionally, the Project Site is currently developed with a residential apartment building and a surface parking lot. The development of the Proposed Project would not remove any existing ethnic resources, since none exist on-site. The Proposed Project would not hinder this goal.
16) To the maximum extent feasible, seek to build replacement housing within the Project Area prior to the destruction or removal of dwelling units which house low and moderate income people. The Agency shall make a good faith effort to relocate displaces within the Project Area unless they choose to relocate elsewhere. Project displaces shall be provided a priority for occupancy in housing which the Agency has facilitated.	The Project Site is currently developed with a surface parking lot and a 12-unit apartment building with a detached garage. The Proposed Project would only involve the exterior rehabilitation of the existing apartment building. As such, development of the Proposed Project would not involve the destruction or removal of dwelling units or the relocation of low and moderate-income people. Thus, the Proposed Project supports this goal.
Notes: *1. "Plan" used within this table means the Hollywood Redevelopment Plan.* *Source: City of Los Angeles, Hollywood Redevelopment Plan (Ordinance No. 175236), July 12, 2003; and Parker Environmental Consultants, 2017.*	

Within the Hollywood Redevelopment Project Area, the Project Site is located within the Hollywood Boulevard District. The objectives of the District are to:

1. Encourage preservation, restoration and appropriate reuse of historically or architecturally significant structures;
2. Assure that new development is sympathetic to and complements the existing scale of development;
3. Provide pedestrian oriented retail uses along the street level;
4. Encourage entertainment, theater and tourist related uses;
5. Provide adequate parking for new and existing uses; and
6. Reinforce and enhance the existing pedestrian environment.

The Project Site is currently developed with an apartment building, detached garage, and a paved surface parking lot. The existing residential building was developed in 1930. The residential building is not listed on a national, state, or local listing as a historic or potentially historic structure. Additionally, the Proposed Project would be limited to rehabilitating the apartment building and would not destroy any character-defining features of the exterior portions of the residential building. As such, the Proposed Project would not hinder Objective 1. The Proposed Project would consist of an 11-story hotel building that would contain 198 guestrooms and 5,557 square feet of restaurant, coffee bar and rooftop/lounge uses. The Proposed Project includes a 2,850 square-foot restaurant and 194 square-foot coffee bar on the ground floor, which would provide outdoor tables in the outdoor courtyard along Schrader Boulevard in order to enhance the existing pedestrian environment.

Additionally, the Project Site has a General Plan Land Use Designation of Regional Center Commercial. The Redevelopment Plan states that development within Regional Center Commercial designation shall not exceed the equivalent of an average FAR of 4.5:1 for the entire site. However, the Hollywood Redevelopment Plan states that proposed development in excess of 4.5:1 FAR up to but not to exceed 6:1 FAR or such other density may be permitted provided compliance with the process identified in Section 506.2.3 of the Hollywood Redevelopment Plan. The Proposed Project requests a Vesting Zone Change / Height District Change to allow a proposed FAR of 3.14:1, which would be consistent with the Hollywood Redevelopment Plan. As discussed in Section I, Aesthetics, the Proposed Project would be designed to complement the existing community in terms of building massing, scale, setbacks, and architectural features, among other elements. The Proposed Project would also be designed with consideration of applicable design guidelines, including the Draft Hollywood Boulevard District and Franklin Avenue Design District Urban Design Standards and Guidelines, which guide development within the Hollywood Boulevard District. The Proposed Project would support Objective 2.

As discussed in Table III-10, Project Consistency with Applicable Goals of the Redevelopment Plan, the Proposed Project would be designed to promote and support a pedestrian environment. The Proposed Project would additionally provide adequate automobile parking

and bicycle parking consistent with the LAMC. The Proposed Project would support the Hollywood community and entertainment and art industry by providing hotel uses to the area. As such, the Proposed Project would support Objectives 3 through 6.

CRA's Draft Hollywood Boulevard District and Franklin Avenue Design District Urban Design Standards and Guidelines ("Design District Plan")

The Design District Plan lists a wide-ranging exhaustive list of design standards and guidelines tailored towards Hollywood's existing historic and natural setting. Specifically, these design standards and guidelines define compatibility of new construction and additions in relationship to existing historic and natural settings, built form patterns, and architecture in the Hollywood Boulevard District and the Franklin Avenue Design District. The standards and guidelines of the Design District Plan shall be used for all new construction, addition, and conservation projects within the Hollywood Boulevard and Franklin Avenue Design Districts. As proposed, the Project is within the boundaries of the Hollywood Boulevard District. Therefore, clearance must be obtained during the Plan Check process before building permits are issued. Key objectives include the relation of heights to historic massing patterns, the creation and maintenance of open space areas, the maintaining of street walls, preservation of unobtrusive parking, and the invitation of browsing and activity at storefronts.

According to the Design District Plan, the following five goals define Hollywood "compatibility" and form the basis for the standards and guidelines of the plan:

- Respect the Existing Setting
- Ensure a Vital and Interesting Sidewalk Experience
- Relate New Buildings to Old Buildings
- Build Upon Existing Patterns of Buildings Scale and Detail
- Realize New Public and Private Open Spaces

The Project's consistency with these goals are analyzed below in Table III-11, Project Consistency with the Design District Plan.

Table III-11
Project Consistency with the Design District Plan Goals

Goal	Project Consistency Analysis
2.2.1 *Respect the Existing Setting.* Hollywood's natural setting, cultural landmarks, and historic districts are its greatest physical design assets and should be respected.	The Project Site is currently developed with an apartment building, detached garage, and a surface parking lot; no natural landscape or cultural landmarks exist on-site. The Proposed Project is located in the Hollywood Blvd District. A mix of multi-story developments including commercial buildings, hotels and hostels, surface parking areas, public park (Selma Park) and public facilities, community services, and multi-family buildings dominate Selma Ave and Schrader Blvd in the Project area; the various structures in the immediate area contribute to a visual setting of varied height, massing, and density. Development of the Project would add visual continuity, as it would rehabilitate the existing apartment building and add a mixed-use hotel with restaurant uses, designed to be compatible with the surrounding buildings (and existing setting). This would ensure that the Proposed Project, and future development in the Design District Plan area, is consistent with the surrounding environment and overall Hollywood setting.
2.2.2 *Ensure a Vital and Interesting Sidewalk Experience.* Hollywood's sidewalks are its primary open space. The massing, scale, and details of rehabilitated and new buildings and environments shall enhance the interest and vitality of these outdoor areas.	The Proposed Project would be developed in accordance with the design standards encompassed in the Design District Plan. The Proposed Project would create a pedestrian-oriented development with ground-floor restaurant that would provide outdoor tables in the Proposed Project's courtyard along Schrader Blvd and Selma Ave. Pedestrian entrance to the hotel lobby would be provided from the courtyard on Selma Ave. Additionally, the Proposed Project would place landscaping and street trees in the public right-of-way along Schrader Blvd and Selma Ave. A valet service would also be located on Selma Ave. Outdoor restaurant seating, landscaping, benches, and the valet service would promote activity along the public right-of-way and promote a pedestrian-oriented environment. The Proposed Project's design and use of architectural materials would complement the surrounding area and would create a pedestrian experience (further discussed under Section I, Aesthetics.) The Proposed Project's design and landscaping would enhance the pedestrian experience along Schrader Blvd and Selma Ave. Moreover, the Proposed Project is located within a Transit Priority Area, as defined by SB 743, and is within 0.5 miles of two Metro railway stations and multiple bus lines. Therefore, the Proposed Project's close proximity to alternative transit opportunities

	would promote pedestrian activity in the Project area.
2.2.3 *Relate New Buildings to Old Buildings.* The massing of Hollywood's traditional building types and the pattern of its existing streets, blocks, and historic buildings, provide the overarching design framework for maintaining existing historic settings, and for realizing new as well as creative building additions, masses, and open spaces that relate to these settings.	The area of the City surrounding the Project Site is densely developed with a mix of commercial buildings, hotels and hostels, surface parking areas, public park (Selma Park) and public facilities, community services, and multi-family residential buildings. Development of the Project would not divide an established older historical community, rather, it would introduce similar and compatible development into an area of the City that is already urbanized and that would mix with the existing neighborhood and land uses. The Proposed Project would involve rehabilitating the existing apartment building and would not remove or destroy any character-defining features on the exterior portions of the building. Further, the Proposed Project's hotel building would be designed to visually complement the surrounding area. As such, no impacts associated with the relation of new buildings to old buildings would occur.
2.2.4 *Build Upon Existing Patterns of Building Scale and Detail*. In Hollywood, new buildings, infill construction, additions, alterations, and improvements should be in harmony with the pattern, scale, and detail of Hollywood's districts and buildings. Compatibility goals include: A. *Evolve Designs from Existing Architectural Character.* New buildings and developments should be based upon the careful observation of, respect for, and relationship to existing historic structures, architectural character, and settings. B. *Relate Heights to Historic Massing Patterns.* The height of new buildings and additions should be generally related to the heights of historic districts and buildings. C. *Maintain Street Walls.* The integrity of existing street walls, build-to lines, and setbacks should be maintained. D. *Ensure Unobtrusive Parking.* New parking should be visually unobtrusive and allow for active ground-level uses and amenities along public right-of-ways.	The Proposed Project is an infill development within the Hollywood community. The Project Site is currently developed with an apartment building, detached garage, and surface parking lot and is surrounded by development. As stated above, the surrounding Project Site area is developed with commercial buildings, hotels and hostels, surface parking areas, public park (Selma Park) and public facilities, community services, and multi-family buildings. These land uses dominate Schrader Blvd and Selma Ave. The various structures in the immediate area contribute to a diverse visual setting of varied height, massing, and density. The Proposed Project would be developed to be visually consistent with the surrounding development. The new proposed hotel's architectural materials and style would complement the surrounding area and neighborhood character. Additionally, as discussed in Section I, Aesthetics, the height of the Proposed Project would be consistent with other development in the Project Site area, including the 9-story hotel at 6417 Selma Ave, the eight-story hotel building located at 6421 Selma Ave (currently under construction), and the 12-story hotel building located at 1541 N. Wilcox Ave (currently under construction). The development of the Proposed Project would place an 11-story hotel building near the Hollywood Wilshire YMCA building (approximately 88 feet southwest of the Project Site) and the U.S. Post Office – Hollywood Station building (approximately 95 east of the Project Site). Although, as discussed under Section I, Aesthetics, the development of the Proposed Project would not visually impact these two

E. *Invite Browsing and Activity at Storefronts.* New storefronts should be designed to enliven the pedestrian environment at the sidewalk using principles of modulation, scale, and transparency. F. *Utilize Material and Color Palettes Complimentary to Existing District Character and Building.* Material and color palettes of new buildings and developments should be inspired by the use of materials and colors observed in the Hollywood area and its buildings.	historic buildings. The Proposed Project's setbacks along Selma Ave and Schrader Blvd would be consistent with the surrounding area. Additionally, the Proposed Project's courtyard on Selma Ave, outdoor restaurant seating, and landscaping would activate the public right-of-way. The proposed ground-floor restaurant would further promote pedestrian activity in the Project area. Parking for the Proposed Project's hotel would be provided within three levels of subterranean parking. Therefore, the Proposed Project's parking component would be hidden from view. Thus, as discussed above, the Proposed Project would support this goal.
2.2.5 *Realize New Public and Private Open Spaces.* As Hollywood evolves, new public and private open spaces and amenities integral to public and private development should be created.	The Proposed Project would include 8,745 square feet of common open space, which includes approximately 8,313 square feet of landscaped common areas plus a 432 square foot pool for hotel guests and patrons. The Proposed Project would also activate the public rights-of-way along Selma Ave and Schrader Blvd. The Proposed Project would place landscaping and street trees along Selma Ave and Schrader Blvd. As such, the Proposed Project would support this goal.
Source: City of Los Angeles Department of City Planning, Hollywood Blvd District and Franklin Ave Design District (Draft), September 28, 2011.	

Commercial Citywide Design Guidelines

The City of Los Angeles' City Planning Commission adopted the Citywide Design Guidelines on June 9, 2011. The Citywide Design Guidelines are divided into three documents for three types of projects: Residential Citywide Design Guidelines, Multi-Family Residential & Commercial Mixed-Use Projects; Commercial Citywide Design Guidelines, Pedestrian Oriented/Commercial & Mixed-Use Projects; and Industrial Citywide Design Guidelines, Heavy Industrial, Limited and Light Industrial, Hybrid Industrial & Commercial Manufacturing. The Proposed Project is expected to comply with the applicable design guidelines of the Commercial Citywide Design Guidelines, Pedestrian Oriented/Commercial & Mixed-Use Projects (Commercial Citywide Design Guidelines). As part of the application for development, a requisite Checklist for Project Submittal was submitted to the Department of City Planning demonstrating that the Proposed Project's hotel would be in compliance with the Citywide Design Guidelines for a mixed-use project and substantially consistent with the applicable design requirements for site planning, building orientation, entrances, relationship to adjacent buildings, pedestrian scale, building façade and form, building materials, storefront character, sidewalks, on-street parking, off-street parking and driveways, on-site landscaping, open space and plazas, building signage and placement, building signage materials, lighting and security, and utilities.

The Proposed Project promotes a pedestrian-friendly environment and incorporates articulation of the pedestrian access entry along Selma Avenue with a courtyard, landscaping, guest entry fronting Selma Avenue, and interior and exterior breakfast dining areas along Schrader Boulevard and Selma Avenue. A fritted glass curtain wall system would distinguish the ground-floor restaurant, and board formed concrete would accentuate the ground-floor level of the Proposed Project. Brick, metal paneling, and clear glass windows would characterize the skin of the upper stories of the Proposed Project. Clear glass handrails would delineate the outdoor rooftop activities and balconies. Painted steel canopies and landscaping would further provide aesthetic elements to the outdoor rooftop areas. Landscaping would further be provided on the ground-floor to beautify public rights-of-way, including landscape screening along the northern property line, and street trees and landscaping along Schrader Boulevard and Selma Avenue. Vehicle parking spaces and long-term bicycle parking spaces would be provided interior to the Proposed Project. Short-term parking stalls would be located north of the hotel building and south of the apartment building. A loading driveway would be designed with decorating paving along the north portion of the hotel building. These design features would be executed in accordance with the Commercial Citywide Design Guidelines. Therefore, the Proposed Project complies with the Commercial Citywide Design Guidelines.

Los Angeles State Enterprise Zone

The Proposed Project is also located in the Los Angeles State Enterprise Zone or the ZI No. 2374 Enterprise Zone / Employment and Economic Incentive Program Area (EZ). EZs are specific geographic areas under the Enterprise Zone Act Program or Employment and Economic Incentive Act Program with the goal to "provide economic incentives to stimulate local investment and employment through tax and regulation relief and improvement of public services." [40] Under the Los Angeles State Enterprise Zone, two special provisions are applicable to plan check: Parking Standards and Height. Parking Standards, described in Section 12.21A.4(x)(3) of the LAMC, states projects within EZs may utilize a reduced parking ratio (two parking spaces for every one thousand square feet of combined gross floor area) for certain land uses, including retail and other related uses, in order to increase the buildable area of a parcel in older areas of the City where parcels are small. Pursuant to LAMC Section 12.21 A.4(x)(3), the Proposed Project would require a total of 109 parking spaces, which includes 91 hotel parking spaces; 12 restaurant parking spaces; and six (6) parking spaces for the existing apartment building. The Los Angeles Bicycle Ordinance (Ordinance No. 182,386) allows "new or existing automobile parking spaces required by the Code for all uses may be replaced by bicycle parking at a ratio of one automobile parking space for every four bicycle parking spaces provided." In conjunction with LAMC Section 12.21 A.4 (b), the Proposed Project may utilize a 10 percent reduction, or nine (9) parking spaces, in required parking spaces for the on-site hotel

[40] *City of Los Angeles, Community Development Department, ZI No. 2374 Enterprise Zone / Employment and Economic Incentive Program Area (EZ), website: http://zimas.lacity.org/documents/zoneinfo/ZI2374.pdf, accessed October 2016.*

use, such that the Proposed Project would require a total of 98 parking spaces. The Proposed Project provides a total of 100 parking spaces. Thus, the Proposed Project is in compliance with the provisions in the Los Angeles State Enterprise Zone.

Los Angeles Municipal Code (LAMC)

The Project Site is located within the jurisdiction of the City of Los Angeles and is, therefore, subject to the applicable land use and zoning requirements in the LAMC. The current zoning designation, C4-2D, allows for hotel and related commercial uses, as well as office uses by right. As part of the Proposed Project, the Applicant requests a Vesting Zone and Height District Change pursuant to LAMC Section 12.32 F to allow for the proposed building. Both hotel and restaurant uses are permitted on lots zoned for C2 uses that are located within the Hollywood CPA and the Hollywood Redevelopment Project Area. With approval of the proposed entitlement requests and further discussed below, the Proposed Project's hotel building would be consistent with the LAMC. The Proposed Project would result in a less than significant impact.

Setbacks

Per the LAMC, no yard requirements apply for lots in the C2 Zone or the C4 Zone. The Proposed Project's hotel would include a 14 foot 6 inch side yard setback along the eastern property line, which would allow for the valet-parking and driveway entrance area and a 69 foot 9 inch rear yard setback along the northern property line which would allow the accessory building to be located. The apartment building would retain all existing setbacks which includes a 135-foot and 7-inch front setback along the southern property line to allow for the hotel building, a 2-foot 8-inch street side setback along Schrader Boulevard, a 40 foot 2 inch side yard setback to allow for the hotel's accessory building, and a 7 ½ foot rear yard setback along the northern property line. Because the existing apartment building does not conform to the setback requirements of the LAMC, the Proposed Project will need to request a Zoning Administrator's Adjustment to allow a non-conforming 7-foot rear yard of an existing building to remain in place on the subject property, in lieu of a 15-foot rear yard as otherwise required for a two-story building by LAMC Section 12.11 C.3, and a non-conforming 1-foot side yard of an existing building to remain in place on the subject property, in lieu of a 5-foot side yard as otherwise required for a two-story building by LAMC Section 12.11 C.2. The Proposed Project also includes a 5-foot street dedication along Schrader Boulevard, which would increase the public right of way along Schrader Boulevard. The Proposed Project would provide no setbacks along the southern property line of the hotel building. This is compatible with surrounding buildings, which are zoned for commercial use and generally occupy entire parcels with little to no setbacks. Therefore, the Proposed Project would conform to the allowable land uses pursuant to the LAMC.

Floor Area

The Project Site is zoned C4-2D with the land use designation of Regional Center Commercial. The corresponding zones for Regional Center Commercial are the C2, C4, P, PB, RAS3, and RAS4. The C4 designation indicates that the Project Site has no guidelines for height, yards, minimum area per unit, and minimum lot width for commercial uses. Height District No. 2 does not specify a building height limit and allows a total floor area up to six times the buildable area of the lot. The 'D' development limitation in Ordinance 165,660, however, restricts the Project Site's FAR to 2:1. The 2:1 FAR may be exceeded provided that the project conforms to the Hollywood Redevelopment Plan, the Transportation Program adopted by the Community Redevelopment Agency, the Hollywood Boulevard District urban design plan as approved by the City Planning Commission, and any adopted design for development guidelines.

Per the Redevelopment Plan, the Project Site's General Plan land use designation of Regional Center Commercial permits an FAR up to 4.5 times the buildable area of the site. However, the Hollywood Community Plan and Hollywood Redevelopment Plan state that a development in excess of 4.5:1 FAR up to 6:1 FAR may be permitted provided that certain objectives set forth in the Redevelopment Plan subsection 506.2.3 are met.[41] As such, per the Redevelopment Plan, a maximum of 6:1 FAR is possible through CPC approval. The Proposed Project includes 83,605 of square footage of floor area. As a result, the Applicant is requesting a Vesting Zone Change and Height District Change to change the zoning on-site from C4-2D to [Q]C2-2D. The 'D' development limitation would be amended to allow an FAR of up to 3.14:1 for the Proposed Project. [42] Thus, with the approval of the Vesting Zone Change and Height District Change to amend the 'D' development limitation by the CPC, the Proposed Project would comply with the Hollywood Redevelopment Plan with respect to FAR.

Density

Pursuant to LAMC 12.22 A.18 A, any C-zoned lot with a Regional Center Commercial land use designation is permitted to develop at the R5 density, resulting in an unrestricted guest room density for the Proposed Project. The Project Site would be developed with up to 198 guestrooms (173 standard king suites, 9 studio king suites, and 16 accessible queen suites) and 5,557 square feet of restaurant, coffee bar and rooftop/lounge space, which is consistent with the Redevelopment Plan and the LAMC. Thus, the Proposed Project would be consistent with this requirement.

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[41] *City of Los Angeles Department of City Planning, Hollywood Community Plan (pg. HO-6).*

[42] *Under the Height District Change to amend the 'D' development limitation to allow up to 3.14:1 FAR, the Proposed Project would be expected to comply with the Hollywood Redevelopment Plan and the Applicant expects to enter into an Owner Participation Agreement (OPA).*

Open Space

As discussed under the Open Space and Landscaping subheading in Section II, Project Description, the Proposed Project would include a total of 8,745 square feet of common open space, which includes approximately 8,313 square feet of landscaped common areas plus a 432 square-foot pool. Amenities proposed within the hotel common open space areas include landscaped areas and seating areas on the ground floor (approximately 3,775 square feet); a landscaped lounging area on the third floor roof terrace (approximately 1,471 square feet); and landscaped lounging areas, a pool, and a pool terrace on the 11th floor roof terraces (approximately 3,067 square feet, which does not account for the 432 square-foot swimming pool). The outdoor areas may include water features, fire features, benches, and planters. The Proposed Project would also place street trees along Selma Avenue and Schrader Boulevard where there is currently a lack of street trees. Refer to Figures II-24 through II-26 located in Section II, Project Description for the Proposed Project's landscape plans. The Proposed Project also includes painted steel shade canopies with possible vegetation on the roof terraces.

Parking

Parking for the retail and hotel uses on-site would be provided in three levels of subterranean parking. The six parking spaces currently located in the detached garage for the apartment building would be relocated to the hotel's new subterranean parking levels. As summarized in Table II-3, in Section II, Project Description, the Proposed Project would be consistent with the applicable parking requirements of the Los Angeles State Enterprise Zone, in which the Proposed Project is located.

Under the LAMC, the Proposed Project is required to provide: (1) one parking space for each individual guest room or suite of rooms for the first 30; (2) one additional parking space for each two guest rooms or suites of rooms in excess of 30 but not exceeding 60; and (3) one additional parking space for each three guest rooms or suites of rooms in excess of 60 (LAMC Section 12.21 A.4 (b)).

The Proposed Project is located in the Los Angeles State Enterprise Zone or the ZI No. 2374 Enterprise Zone / Employment and Economic Incentive Program Area (EZ). EZs are specific geographic areas under the Enterprise Zone Act Program or Employment and Economic Incentive Act Program with the goal to "provide economic incentives to stimulate local investment and employment through tax and regulation relief and improvement of public services." [43] Under the Los Angeles State Enterprise Zone, two special provisions are applicable to the plan check: Parking Standards and Height. Parking Standards, described in Section

[43] *City of Los Angeles, Community Development Department, ZI No. 2374 Enterprise Zone / Employment and Economic Incentive Program Area (EZ), website: http://zimas.lacity.org/documents/zoneinfo/ZI2374.pdf, accessed October 2016.*

12.21A.4(x)(3) of the LAMC, states projects within EZs may utilize a lower parking ratio (two parking spaces for every one thousand square feet of combined gross floor area) for certain land uses, including retail and other related uses in order to increase the buildable area of a parcel in older areas of the City where parcels are small. For the restaurant component of the Proposed Project, the LAMC requires the Proposed Project to provide at least two parking spaces for each 1,000 square feet of gross floor area (LAMC Section 12.21 A.4(x)(3)).

Pursuant to the Los Angeles Bicycle Ordinance (Ordinance No. 182,386), "new or existing automobile parking spaces required by the Code for all uses may be replaced by bicycle parking at a ratio of one automobile parking space for every four bicycle parking spaces provided." Pursuant to the Bicycle Ordinance, the Proposed Project utilizes a 10 percent reduction in required parking spaces for the on-site hotel use.

As a result, the Proposed Project requires a total of 100 automobile parking spaces including 91 hotel parking spaces, 12 restaurant parking spaces, 6 existing apartment parking spaces and the application of a 10 percent reduction in hotel guestroom parking. The Proposed Project would provide 100 parking spaces, which would comply with the Los Angeles State Enterprise Zone and the LAMC requirements.

The Proposed Project provides on-site bicycle parking in bicycle storage spaces as required by LAMC Section 12.21 A.16. Pursuant to LAMC Section 12.21 A.16, one short-term bicycle parking space and one long-term bicycle parking space shall be provided per 2,000 square feet of restaurant; and one short-term bicycle parking space and one long-term bicycle parking space shall be provided per 20 guest rooms. The Proposed Project would be required to provide a total of 13 short-term bicycle parking spaces and 13 long-term bicycle parking spaces. The Proposed Project would provide a total of 36 bicycle parking stalls (18 short-term and 18 long-term). Short-term bicycle parking areas would be located outside along the northern portion of the hotel building and along the southern portion of the apartment building. Long-term stalls would be located on parking level B-1 of the hotel building. Thus, the Proposed Project would be consistent with the Los Angeles State Enterprise Zone and the LAMC requirements for vehicle and bicycle parking.

As discussed in the preceding paragraphs, the Proposed Project would not conflict with the goals, objectives, and allowable land uses in the Hollywood Community Plan, the Redevelopment Plan, and the LAMC, nor would the Proposed Project would not conflict with local and regional plans applicable to the Project Site, and any impacts would be less than significant level.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. A project-related significant adverse impact could occur if the Project Site were located within an area governed by a habitat conservation plan or natural community

conservation plan. As discussed in Section IV, Biological Resources, above, no such plans presently exist which govern any portion of the Project Site. Further, the Project Site is located in a highly urbanized area, and the Project Site is currently developed with residential apartment building, a detached garage, and a paved surface parking lot. Therefore, the Proposed Project would not have the potential to cause such effects.

Cumulative Impacts

No Impact. Development of any related project is expected to occur in accordance with adopted plans and regulations. It is also expected that most of the related projects would be compatible with the zoning and land use designations of each related project site and its existing surrounding uses. In addition, it is reasonable to assume that the related projects under consideration would implement and support local and regional planning goals and policies. Therefore, the Proposed Project's land use impacts would not be cumulatively considerable since the Proposed Project would not conflict with applicable local or regional plans. The Proposed Project's land use would not create any significant impacts.

XI. MINERAL RESOURCES

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. A significant impact may occur if a project site is located in an area used or available for extraction of a regionally-important mineral resource, or if the project development would convert an existing or future regionally-important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for regionally-important mineral resource extraction. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering: (a) whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone MRZ-2 zone or other known or potential mineral resource area; and (b) whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance. The Project Site is currently developed with a two-story apartment building, a detached garage, and a paved surface parking lot. The Project Site is not located within an Oil Field/Drilling Area. Further, the Project Site is not currently used for the extraction of mineral resources or located in a MRZ-2 zone.[44] There is no evidence to suggest that the Project Site has been historically used for the extraction of mineral resources.[45]

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[44] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Areas Containing Significant Mineral Deposits, February 1994.*

[45] *Alpha Environmental, Phase I Environmental Site Assessment of 1600 North Hudson Avenue Los Angeles, California, June 30, 2016.*

Therefore, development of the Proposed Project would not result in the loss of availability of a known mineral resource, and no impact would occur.

b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. A significant impact may occur if the Project Site is located in an area used or available for extraction of a regionally-important mineral resource, or if the development would convert an existing or future regionally-important mineral extraction use to another use, or if the development would affect access to a site used or potentially available for regionally-important mineral resource extraction. The Project Site is not currently used for the extraction of mineral resources, and there is no evidence to suggest that the Project Site has historically been used for the extraction of mineral resources. Therefore, no impact to locally important mineral resources would occur.

XII. NOISE

Fundamentals of Noise

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady “background” noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- L_{eq} – An L_{eq}, or equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during

exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

- L_{max} – The maximum instantaneous noise level experienced during a given period of time.
- L_{min} – The minimum instantaneous noise level experienced during a given period of time.
- CNEL – The Community Noise Equivalent Level is a 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 P.M. to 10:00 P.M. and a 10 dBA "weighting" added to noise during the hours of 10:00 P.M. to 7:00 A.M. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24 hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. For residential uses, environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60–70 dBA range, and high above 70 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA).

It is widely accepted that in the community noise environment the average healthy ear can barely perceive CNEL noise level changes of 3 dBA. CNEL changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. A 5 dBA CNEL increase is readily noticeable, while the human ear perceives a 10 dBA CNEL increase as a doubling of sound.

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors, such as the weather and reflecting or barriers, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically "hard" locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically "soft" locations (i.e., the area between the source and receptor is normal earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. In addition, noise levels are also generally reduced by 1 dBA for each 1,000 feet of distance due to air absorption. Noise levels may also be reduced by intervening structures – generally, a single

row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The normal noise attenuation within residential structures with open windows is about 17 dBA, while the noise attenuation with closed windows is about 25 dBA.[46]

Ambient Noise Levels

To assess the existing ambient noise conditions in the area, ambient noise measurements were taken with a Larson Davis 831 sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2001) - American National Standard Specification for Sound Level Meters. At the noise monitoring locations, the microphone was placed at a height of approximately five feet above grade. Figure III-2, Noise Monitoring and Sensitive Receptor Location Map, depicts the noise measurement locations fronting the adjacent residential uses as the most likely sensitive receptors to experience noise level increases during construction. The detailed noise monitoring data are presented in Appendix F, Noise Monitoring Data and Calculation Worksheets, and are summarized below in Table III-12, Existing Ambient Daytime Noise Levels in Project Site Vicinity. As shown in Table III-12, the ambient daytime noise in the vicinity of the Project Site ranges from 61.3 to 68.8 dB L_{eq}. The maximum noise level during the three 15-minute recordings was 89.3 dB L_{max} along on the northeast corner of Schrader Boulevard and Selma Avenue, where a motorcycle passed by the noise monitor. The primary noise source that contributed most to the measured ambient noise levels was vehicle traffic during the daytime hours. Pedestrian traffic also contributed to the ambient noise levels, though to a lesser extent than the vehicle noise. Pedestrians' conversations could be easily heard and distinguished as they passed by the noise monitor during the noise recordings. The Project Site is currently operating as a surface parking lot and a residential apartment building and as such, contributes to the ambient noise level associated with vehicle activity, cars entering and leaving the Project Site, doors closing, and residents/guests visiting the Project Site.

[46] *National Cooperative Highway Research Program Report 117, Highway Noise: A Design Guide for Highway Engineers, 1971.*

Table III-12
Existing Ambient Daytime Noise Levels in Project Site Vicinity

No.	Location	Primary Noise Sources	Noise Level Statistics (dB) [a]		
			L_{eq}	L_{min}	L_{max}
1	On the northeast corner of Schrader Boulevard and Selma Avenue	Vehicle traffic, pedestrian activity	68.8	52.0	89.3
2	On the east side of Schrader Boulevard	Vehicle traffic, pedestrian activity	61.3	53.1	72.9
3	On the northwest corner of Wilcox Avenue and Selma Avenue	Vehicle traffic, pedestrian activity	68.0	57.5	88.0

[a] *Noise measurements were taken on Tuesday, October 11, 2016 at each location for a duration of 15 minutes.*

See Appendix F of this IS/MND for noise monitoring data sheets.

Sensitive Receptors

Several noise sensitive land uses are located adjacent to and in the vicinity of the Proposed Project. For purposes of assessing noise impacts on sensitive populations, the following sensitive receptors in close proximity (within 500 feet) to the Project Site were identified:

1) 1618 Schrader Boulevard – multi-family residential building, located immediately north of the Project Site;
2) 1552 Schrader Boulevard – multi-family residential building, located directly south of the Project Site across Selma Avenue;
3) 1611 Schrader Boulevard – multi-family residential building, located directly west of the Project Site across Schrader Boulevard;
4) 6500 Selma Avenue – Mama Shelter Hotel, located approximately 110 feet southeast of the Project Site;
5) 1624 Schrader Boulevard – USA Hostels Hollywood, located approximately 130 feet north of the Project Site;
6) 6611 Selma Avenue – Selma Avenue Elementary and Larchmont Charter School, located approximately 260 feet west of the Project Site;
7) 6610 Selma Avenue and 1546-1554 N. Cassil Place – three multi-family residential buildings, located approximately 295 feet southwest of the Project Site;
8) 1622 Wilcox Avenue – Mark Twain Hotel, located approximately 320 feet northeast of the Project Site;
9) 1541 Wilcox Avenue – a proposed 11-story hotel with estimated build-out in year 2018, located approximately 280 feet to the southeast of the Project Site; and
10) 1521 Wilcox Avenue – multi-family residential building, located approximately 440 feet southeast of the Project Site.

The locations of these land uses relative to the Project Site are depicted in Figure III-2, Noise Monitoring and Sensitive Receptor Location Map. For purposes of assessing construction-generated vibration impacts, the residential building immediately abutting the Project Site to the north (1618 Schrader Boulevard) was identified as a building that is potentially susceptible to structural vibration impacts. Because this building is in close proximity to the Project Site, it is particularly susceptible to damage from groundborne vibration impacts during construction.

a) Would the project result in 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?

Less Than Significant With Mitigation Incorporated. A significant impact may occur if the Proposed Project would generate excess noise that would cause the ambient noise environment at the Project Site to exceed noise level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance). Implementation of the Proposed Project would result in an increase in ambient noise levels during both construction and operation, as discussed in further detail below.

Construction Noise

Construction-related noise impacts upon adjacent land uses would be significant if, as indicated in LAMC Section 112.05, noise from construction equipment within 500 feet of a residential zone exceeds 75 dBA at a distance of 50 feet from the noise source. However, pursuant to the City's Noise Element of the General Plan, the above noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. Additionally, as defined in the *L.A. CEQA Thresholds Guide* for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. Furthermore, the *L.A. CEQA Thresholds Guide* also states that construction activities lasting more than 10 days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact.

Construction of the Proposed Project would require the use of heavy equipment for site clearing, grading and site preparation, the installation of utilities, paving, and building construction. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity. The U.S. Environmental Protection Agency (EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that would occur at the

Project Site are presented in Table III-13, Typical Outdoor Construction Noise Levels, at a distance of 50 feet from the noise source (i.e., reference distance).

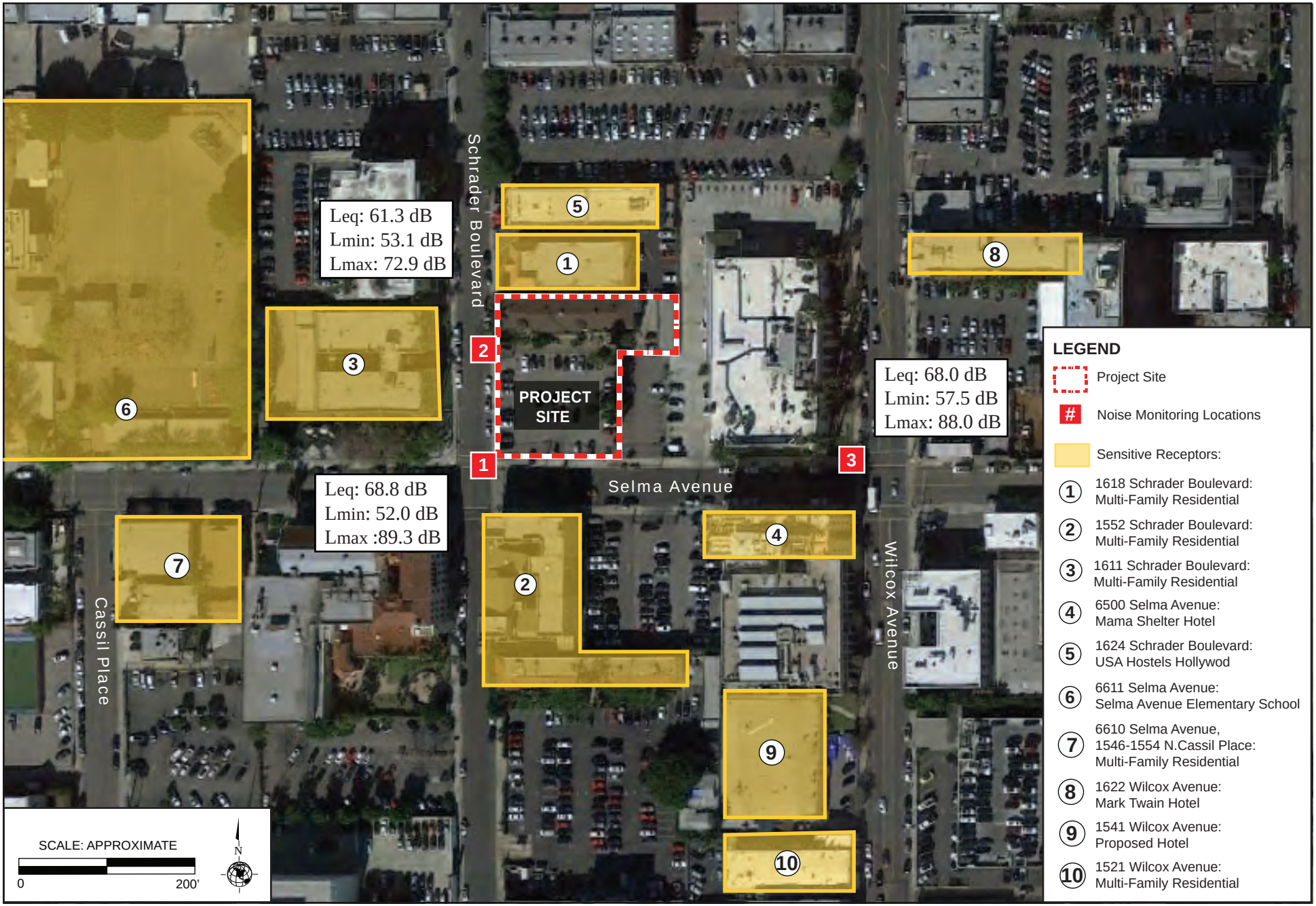
The noise levels shown in Table III-13 represent composite noise levels associated with typical construction activities, which take into account both the number of pieces and spacing of heavy construction equipment that are typically used during each phase of construction. Construction noise during the heavier initial periods of construction could be expected to be 86 dBA L_{eq} when measured at a reference distance of 50 feet from the center of construction activity.[47] These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA L_{eq} measured at 50 feet from the noise source to the receptor would reduce to 78 dBA L_{eq} at 100 feet from the source to the receptor, and reduce by another 6 dBA L_{eq} to 72 dBA L_{eq} at 200 feet from the source to the receptor. Construction activities associated with the Proposed Project would be expected to generate similar noise levels to those shown in Table III-13, below during the approximate 18.5-month construction period.

Table III-13
Typical Outdoor Construction Noise Levels

Construction Phase	Noise Levels at 50 Feet with Mufflers (dBA L_{eq})	Noise Levels at 60 Feet with Mufflers (dBA L_{eq})	Noise Levels at 100 Feet with Mufflers (dBA L_{eq})	Noise Levels at 200 Feet with Mufflers (dBA L_{eq})
Ground Clearing	82	80	76	70
Excavation, Grading	86	84	80	74
Foundations	77	75	71	65
Structural	83	81	77	71
Finishing	86	84	80	74

Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

[47] *Although the peak noise levels generated by certain construction equipment may be greater than 86 dBA at a distance of 50 feet, the equivalent noise level would be approximately 86 dBA L_{eq} (i.e., the equipment does not operate at the peak noise level over the entire duration).*



Source: Google Earth, Aerial View, 2016

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Figure III-2
Noise Monitoring and Senstive Receptor Location Map

As set forth in the *L.A. CEQA Thresholds Guide*, a significant construction noise impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. Construction activities lasting more than 10 days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact. Since construction activities associated with the proposed development at the Project Site would last for more than 10 days in a three-month period, the Proposed Project would cause a significant noise impact during construction if the ambient exterior noise levels at the identified off-site sensitive receptors would be increased by 5 dBA or more. As shown in Table III-14, Estimated Construction Noise at Sensitive Receptors, it is likely that the ambient exterior noise levels could increase by more than the 5-dBA threshold at Receptor No. 1 through 6, due to their relatively close distances from the Project Site. Therefore, based on criteria established in the *L.A. CEQA Threshold Guide*, a substantial temporary or periodic increase in exterior ambient noise levels would occur for six of the ten identified sensitive receptors.

Table III-14
Estimated Exterior Construction Noise at Nearest Sensitive Receptors

Sensitive Receptor [a]	Sensitive Land Use	Distance to Project Site (feet)	Existing Ambient Noise Levels (dBA L_{eq})	Estimated Exterior Noise Levels (dBA L_{eq}) [b]	Noise Level Above Ambient (dBA L_{eq}) [c]
1. 1618 Schrader Blvd	Multi-family residential	< 50	61.3	86.0	24.7
2. 1552 Schrader Blvd	Multi-family residential	60	68.8	84.4	15.6
3. 1611 Schrader Blvd	Multi-family residential	60	61.3	84.4	23.1
4. 6500 Selma Ave	Mama Shelter Hotel	110	68.0	79.2	11.2
5. 1624 Schrader Blvd	USA Hostels Hollywood	130	61.3	72.7	6.4
6. 6611 Selma Ave	Selma Ave Elementary School	260	61.3	66.7	5.4
7. 6610 Selma Ave; 1546-1554 Cassil Pl	Multi-family residential	295	68.8	65.6	--
8. 1622 Wilcox Ave	Mark Twain Hotel	320	68.0	64.9	--
9. 1541 Wilcox Ave	Proposed Hotel (under construction)	280	68.0	66.0	--
10. 1521 Wilcox Ave	Multi-family residential	440	68.0	62.1	--

Notes:

[a] *See Figure III-2, Noise Monitoring and Sensitive Receptor Location Map.*

[b] *For Sensitive Receptor No. 5 through 10, the peak noise level incorporates a 10-dBA attenuation factor due to the buildings in between the Project Site and the identified sensitive receptors.*

[c] *"--" represents a noise level that would not increase ambient noise levels at the Sensitive Receptor.*

Source: Calculations based on Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, May 2006. It should be noted that the peak noise level increase at the nearby sensitive receptors during project construction represents the highest composite noise level that would be generated periodically during a worst-case construction activity and does not represent continuous noise levels occurring throughout the construction day or period.

Table III-15
Estimated Exterior Construction Noise at Nearest Sensitive Receptors with Mitigation

Sensitive Receptor [a]	Sensitive Land Use	Distance to Project Site (feet)	Existing Ambient Noise Levels (dBA L_{eq})	Estimated Exterior Noise Levels with Mitigation (dBA L_{eq}) [b, c]	Noise Level Above Ambient with Mitigation (dBA L_{eq}) [d]
1. 1614-1618 Schrader Blvd	Multi-family residential	< 50	61.3	76.0	14.7
2. 1552 Schrader Blvd	Multi-family residential	60	68.8	74.4	5.6
3. 1611 Schrader Blvd	Multi-family residential	60	61.3	74.4	13.1
4. 6500 Selma Ave	Mama Shelter Hotel	110	68.0	69.2	1.2
5. 1624 Schrader Blvd	USA Hostels Hollywood	130	61.3	62.7	1.4
6. 6611 Selma Ave	Selma Ave Elementary School	260	61.3	56.7	--
7. 6610 Selma Ave; 1546-1554 Cassil Pl	Multi-family residential	295	68.8	55.6	--
8. 1622 Wilcox Ave	Mark Twain Hotel	320	68.0	54.9	--
9. 1541 Wilcox Ave	Proposed Hotel (under construction)	280	68.0	56.0	--
10. 1521 Wilcox Ave	Multi-family residential	440	68.0	52.1	--

Notes:

[a] *See Figure III-2, Noise Monitoring and Sensitive Receptor Location Map.*
[b] *For Sensitive Receptor No. 5 through 10, the peak noise level incorporates a 10-dBA attenuation factor due to the buildings in between the Project Site and the identified sensitive receptors.*
[c] *Mitigation Measures regarding noise control would attenuate noise by approximately 10-dBA.*
[d] *"--" represents a noise level that would not increase ambient noise levels at the Sensitive Receptor.*

Source: Calculations based on Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, May 2006. It should be noted that the peak noise level increase at the nearby sensitive receptors during project construction represents the highest composite noise level that would be generated periodically during a worst-case construction activity and does not represent continuous noise levels occurring throughout the construction day or period.

Implementation of noise control measures such as temporary noise barriers or sound blankets around the noise generating equipment would be capable of attenuating the noise level by approximately 10 dBA. As mentioned above, construction noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. In addition, construction noise would be attenuated by the building materials for each of the 10 receptors. Several noise reducing mitigation measures would be incorporated to reduce the Proposed Project's noise impacts during construction. Table III-15, Estimated Exterior Construction Noise at Nearest Sensitive Receptors with Mitigation, shows the exterior

noise levels at the identified sensitive receptors with implementation of mitigation measures aimed at reducing construction noise.

As noted in Mitigation Measure N-1 through N-6, noise control efforts to limit the construction activities to permissible hours of construction, incorporate noise shielding devices and sound mufflers and operate machinery in a manner that reduces noise levels (i.e., not operating several pieces of equipment simultaneously if possible) would be effective in reducing noise impacts. The Proposed Project's construction noise levels would occur on a temporary and intermittent basis during the construction period of the Proposed Project. Pursuant to LAMC Section 41.40, exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday and federal holidays. Demolition and construction are prohibited on Sundays or any federal holidays. The construction activities associated with the Proposed Project would comply with these LAMC requirements. Mitigation Measure N-1 would further restrict the permissible hours of construction to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday.

Further, the Applicant is recommended to post notice on-site to receive and respond to complaints and provide construction notices to the nearby school (Sensitive Receptor No. 6 – Selma Avenue Elementary and Larchmont Charter School) to advise of the anticipated construction activities so that the school is provided advanced notice of potential noise impacts (see Mitigation Measures N-5 and N-6, respectively). The City of Los Angeles Building Regulations Ordinance No. 178048 requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the Project Site, and City telephone numbers where violations can be reported. The notice is required to be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

In accordance with LAMC Section 112.05, construction noise levels are exempt from the 75-dBA noise threshold if all technically feasible noise attenuation measures are implemented. The Project Site is not located within 500 feet of a residential zone. Therefore, the estimated construction-related noise levels associated with the Proposed Project would not exceed the numerical noise threshold of 75 dBA at 50 feet from the noise source within 500 feet of a residential zone as outlined in the City Noise Ordinance. Additionally, implementation of the following mitigation measures would further reduce the noise levels associated with construction of the Proposed Project to nearby multi-family residential areas, hotels, and school, to the maximum extent that is technically feasible. Thus, based on the provisions set forth in LAMC 112.05, implementation of Mitigation Measures N-1 through N-6 would ensure impacts associated with construction-related noise levels are mitigated to the maximum extent feasible, and temporary construction-related noise impacts would be considered less than significant in accordance with City requirements and standards.

Project Design Features

The following project design features that have been incorporated as features within the Project's physical design and operational conditions that will further serve to reduce or eliminate the Proposed Project's noise impacts upon surrounding land uses:

PDF-1: The dining area on the roof level shall be fully enclosed from 12:00 a.m. through 2:00 a.m. The use of retractable doors and sliding glass walls is permitted provided they are designed with noise-attenuating features (physical as well as operational) by a licensed acoustical sound engineer to assure that operational sounds shall be inaudible beyond the property line.

PDF-2 Prior to the issuance of a Certificate of Occupancy, the audio system shall be installed and controlled with a digital audio processor that automatically adjusts output volume in response to changing ambient noise levels. The output volume shall be set not to exceed ambient active dining noise levels within the outdoor gathering spaces on the ground floor and third level terrace by more than 10 dBA, and not more than 84 dBA as measured from the edge of the rooftop deck on level L11. Documentation of the audio system's compliance with this measure shall be submitted to the Department of City Planning for the file.

PDF-3: The rooftop on the 11th Floor shall be surrounded on all sides with a minimum six-foot tall perimeter glass curtain wall. The outdoor terrace on the third floor shall be surrounded by a fritted glass curtain wall system along the west and south portions of the building.

PDF-4: Hours of operation approved herein are as follows:

a) The ground floor and third floor bar, lounge, outdoor courtyard and dining areas: 7:00 a.m. to 2:00 a.m.
b) The outdoor rooftop bar and lounge: 7:00 a.m. to 12:00 a.m. After 12:00 a.m., all rooftop activity shall be restricted to the enclosed dining (penthouse) area.
c) The enclosed dining (penthouse) area on the rooftop: 7:00 a.m. to 2:00 a.m.
d) Use of the outdoor rooftop areas after 12:00 a.m. and before 7:00 a.m. shall be restricted to routine maintenance and clean-up.
e) The doors to the rooftop's fully-enclosed dining (penthouse) area shall be kept closed from 12:00 a.m. through 2:00 a.m. Only the front door of the enclosed dining area (penthouse) shall be used for access. All other doors shall be equipped on the inside with an automatic locking device and shall be kept closed at all times other than to permit temporary access for delivery of supplies, trash removal, and emergencies. These doors shall be solid; no screen or ventilated materials permitted.

f) The doors to the rooftop's fully-enclosed dining (penthouse) area shall be closed whenever live entertainment (including DJs) and/or amplified music is played in the dining (penthouse) area.

g) Between 7:00 a.m. and 12:00 a.m. if the enclosed dining (penthouse) doors and/or windows are open and there is a complaint from the community regarding sound projecting beyond that part of the premises then the applicant shall without protestation be required to immediately close the doors and/or windows of the enclosed dining area (penthouse) for the remainder of the day. Compliance with this requirement shall not require verification of actual noise projecting beyond the premises. Any continued violation of this condition shall constitute grounds for the Director of Planning to require the applicant/operator to file a plan approval application together with the associated fees and to hold a public hearing to review the applicant's compliance with, and effectiveness of, this provision.

Mitigation Measures:

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

N-1 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.

N-2 To the maximum extent practical, demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

N-3 The project contractor shall use power construction equipment with noise shielding and muffling devices.

N-4 The project contractor shall erect a temporary noise-attenuating sound barrier along the perimeter of the Project Site. The sound wall shall be a minimum of 8 feet in height to block the line-of-site of construction equipment and off site receptors at the ground level. The sound barrier shall include ¾ inch plywood or other sound absorbing material capable of achieving a 10 dBA reduction in sound level.

N-5 An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. Any reasonable complaints shall be rectified within 24 hours of their receipt.

N-6 The Applicant shall provide a courtesy notice of the project's construction related activities to business owners, homeowner's associations, and schools within 100

feet of the Project, a minimum of two weeks prior to commencement of construction.

Operational Noise

HVAC Equipment Noise

Upon completion and operation of the Proposed Project, on-site operational noise would be generated by heating, ventilation, and air conditioning (HVAC) equipment installed on the new structures. However, the noise levels generated by these equipment types are not anticipated to be substantially greater than those generated by the current HVAC equipment serving the existing buildings in the Project vicinity. As such, the HVAC equipment associated with the Proposed Project would not represent a new source of noise in the Project Site vicinity. In addition, the operation of this and any other on-site stationary sources of noise would be required to comply with the 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 decibels.

Noise from Outdoor Terraces and Rooftop Bars

The Proposed Project would provide a restaurant/bar on the ground floor, an outdoor terrace on the third level, and a rooftop bar and pool bar on the roof terrace on the 11th level. The rooftop bar would be open to the public. Therefore, increased noise levels from the Proposed Project to adjacent residential properties may result from the outdoor and rooftop activities. The Proposed Project would include project design features that would help to reduce the sound from the rooftop deck and outdoor terrace from reaching the nearby residential buildings and to insulate music and other activities associated with the bars on the rooftop. The primary rooftop bar and seating area (53 seats) is designed with a six-foot perimeter glass curtain wall and a retractable roof. The pool deck area would be designed with a six-foot clear glass railing along the southern and eastern terrace perimeter with a landscape buffer along the inside of the glass railing. The outdoor terraces on the third floor and roof level would be partially covered with a steel shade canopy that would help to insulate noise. Based on review of the FHWA Noise Barrier Design Handbook, the rooftop deck glass curtain wall perimeter wall shown in the Project plans would carry a sound transmission loss value of approximately 22 dBA.[48] Amplified music would be minimized to prevent any impact on surrounding neighborhood in terms of noise or gatherings. Live entertainment would be restricted to certain hours and days to minimize impacts on surrounding properties. The outdoor terrace on the third floor would be restricted to hotel guests and would be surrounded by a fritted glass curtain wall system along the west and south

[48] *FHWA Noise Barrier Design Handbook, Acoustical Considerations, Table 3, website: http://www.fhwa.dot.gov/environment/noise/noise_barriers/design_construction/design/design03.cfm, accessed October 2016.*

portions of the building. Refer to Project Design Features PDF-1 through PDF-4, above, for the project design features that would reduce noise from the outdoor terraces.

For purposes of estimating crowd noise within the outdoor areas, the capacity of the outdoor spaces would include 60 seats on the ground level outdoor courtyard area, 37 seats on the third level outdoor terrace, and 171 seats on the 11th level bar/lounge/dining and pool deck areas combined. For purposes of estimating crowd noise, noise from human conversation is approximately 55 dBA.[49] Based on this assumption and the respective seating capacities for the outdoor areas, noise from people talking and dining in outdoor spaces would range from 69.8 dBA to 74.3 dBA. It is proposed that all outdoor areas would be designed and operated with an audio system with amplified speakers for background music. The outdoor dining/bar/lounge and landscaped pool deck areas on the 11th level (rooftop) would also include the use of amplified speakers for music and live entertainment. For music and entertainment purposes, amplified speakers in a dance club setting can expose persons within the dance club to noise levels ranging from 84 dBA to 104 dBA[50] depending on many factors including the volume setting of the equipment, the orientation of the speakers, physical separation distance from the speakers to receptors, and whether barriers shield or partially shield the speaker noise. To be clearly intelligible, speakers generally need to operate at a noise level at least 5 to 10 dBA above the ambient background level. Noise is readily perceived at a 5 dBA increase above ambient noise levels and generally perceived as a doubling of noise at a 10 dBA increase above ambient. Thus, for all practical purposes, the noise levels of the audio and live entertainment activities assumes that the audio system will be operated in a controlled manner with speakers set at approximately 10 dBA over the crowd noise levels within the gathering spaces. Based on this design feature, and accounting for the 6-foot glass barrier at the perimeter of the decks, and various height/distance attenuation between the noise sources and noise receptors, noise levels were calculated at the four closest sensitive receptors for the daytime, evening and nighttime operating hours. As shown in Table III-16, noise levels from outdoor areas would not exceed 5 dBA above ambient noise levels and thus impacts would be considered less than significant.

[49] *American Journal of Audiology Vol.7 21-25 October 1998, Doi:10.1044/1059-0889(1998/012).*

[50] *Sound Advice, Note 11, Pubs and Clubs, Amplified music played in nightclubs, bars, pubs and restaurants, 2007, http://www.soundadvice.info/thewholestory/san11.htm. Accessed August 10, 2017. Sound Advice has been produced by a working group of industry stakeholders with support from the Health and Safety Executive (United Kingdom). It provides practical guidance on the control of noise in music and entertainment.*

Table III-16
Estimated Maximum Noise Levels from Open Space and Dining/Bar/Lounge/Pool Areas

Receptor Location [a]	Existing Ambient Noise Levels dBA (L_{eq})	Noise Levels from Open Space dBA (L_{eq}) [b]	Ambient + Project Noise Levels dBA (L_{eq})	Significance Threshold	Significant Impact
Daytime (7:00 a.m. to 7:00 p.m.)					
R1 (1618 Schrader Blvd.)	61.3	47.7	61.3	66.3	No
R2 (1552 Schrader Blvd.)	68.8	46.0	68.8	73.8	No
R3 (1611 Schrader Blvd.)	61.3	46.7	61.3	66.3	No
R4 (6500 Selma Ave.)	68.0	46.6	68.0	73.0	No
Evening (7:00 p.m. to 10:00 p.m.)					
R1 (1618 Schrader Blvd.)	61.3	52.7	61.8	66.3	No
R2 (1552 Schrader Blvd.)	68.8	51.0	68.8	73.8	No
R3 (1611 Schrader Blvd.)	61.3	51.7	61.8	66.3	No
R4 (6500 Selma Ave.)	68.0	51.6	68.0	73.0	No
Nighttime (10:00 p.m. to 2:00 a.m.)					
R1 (1618 Schrader Blvd.)	55.0	57.7	59.7	60.0	No
R2 (1552 Schrader Blvd.)	55.0	56.0	58.5	60.0	No
R3 (1611 Schrader Blvd.)	55.0	56.7	58.7	60.0	No
R4 (6500 Selma Ave.)	55.0	56.6	58.6	60.0	No

Notes:

[a] Noise impacts from receptors 1 through 4 are provided as these properties are located adjacent to the Project Site and will be most impacted by the Proposed Project. Sensitive Receptors 5 through 10 (as identified in Figure III-2) are located farther from the Project Site and are not within the line of sight of the noise sources. As such they would be less impacted by the Project and clearly below the noise impacts identified above for Receptors 1 through 4.

[b] Noise levels are expressed in L_{den} (i.e., L_{eq} (day/evening/nighttime) with a weighted penalty of 5 dBA added to the open space noise levels for the evening hours (between 7:00 p.m. and 10:00 p.m.) and a 10 dBA penalty added to the open space noise levels for noise occurring during the nighttime hours (between 10:00 p.m. to 2:00 a.m.)

[c] The threshold of significance is based on 5 dBA above the ambient recorded noise levels (as shown in Figure III-2) and the presumed ambient noise levels for the nighttime hours in the C4 Zone pursuant to LAMC Section 111.03.

Source: Parker Environmental Consultants, 2018. (See Appendix f, Noise Monitoring and Calculation Worksheets.)

For purposes of avoiding the potential of excessive noise impacting adjacent properties during the late evening and early morning hours, the Proposed Project includes physical design elements and operational conditions that would help to reduce the sound from the rooftop deck and outdoor terrace from reaching the nearby residential buildings and to insulate music and other activities associated with the bars on the rooftop. As noted above under PDF-1, the dining area on the roof level shall be fully enclosed from 12:00 a.m. through 2:00 a.m. The use of retractable doors and sliding glass walls is permitted provided they are designed with noise-attenuating features (physical as well as operational) by a licensed acoustical sound engineer to assure that operational sounds shall be inaudible beyond the property line. Amplified music and live entertainment would be designed and operated to not exceed 10 dBA above ambient noise levels within the gathering spaces to prevent any impact on surrounding neighborhood in terms of noise or gatherings. Live entertainment would be restricted to certain hours and days to minimize impacts on surrounding properties. Noise levels from the rooftop level (L-11) would also be controlled by a digital audio processor that automatically adjusts output volume in response to changing ambient noise levels and would be set to not exceed 84 dBA from the edge of the rooftop area, which has been calculated to ensure adjacent properties are not significantly impacted. (See PDF-1 through PDF-4, above for a detailed list of operating restrictions for the outdoor public areas.)

Furthermore, in accordance with LAMC Section 115.02 (Amplified Sounds), sound-amplifying equipment in the rooftop terrace would be prohibited from transmitting sound onto the surrounding public areas, such as the public street, sidewalk, or park, between the hours of 9:00 P.M. and 8:00 A.M of the following day. The sound amplifying equipment would be limited to only music and/or human speech and will be operated in compliance with the prescriptive requirements of LAMC Section 115.02. Additionally, the operational noise levels would be regulated by LAMC Section 116.01 (Loud, Unnecessary and Unusual Noise) and LAMC Section 112.01 (Radios, Television Sets, and Similar Devices). Specifically, LAMC Section 116.01 prohibits all future users of the Proposed Project to willfully make or continue, or cause to be made or continued, any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. LAMC Section 112.01 states, in part, that it shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area. It is anticipated that the Project will be subject to conditions of approval to ensure that the project operator complies with the prescriptive and performance-based requirements of the LAMC.

Mitigation Measure N-7 would be implemented to allow residents in the surrounding sensitive receptors to report any loud, unnecessary, and unusual noise from the Proposed Project. With

implementation of the following mitigation measures, on-site noise impacts to the surrounding sensitive receptors would be mitigated to less than significant levels.

Mitigation Measures:

N-7 Increased Noise Levels (Outdoor Terrace and Rooftop Bar)

- Upon operation of the outdoor spaces on the second level and rooftop levels, the Applicant shall provide the adjacent residential buildings to the north, south, and west, a building manager contact and phone number to report any loud, unnecessary, and unusual noise, which disturbs the peace or quiet for the adjacent uses. Proof of compliance shall be submitted to the Development Services Center at the time of Condition Clearance.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level and is typically used for evaluating potential building damage. RMS is defined as the square root of the average of the squared amplitude of the level. RMS velocity in decibels (VdB) is typically more suitable for evaluating human response.

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction

Excavation and earthwork activities for the Proposed Project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate through the ground and diminishes in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low

rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. Thus, construction activities associated with the Proposed Project could have an adverse impact on both sensitive structures (i.e., building damage) and populations (i.e., annoyance).

Table III-17, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the Project Site during construction. As shown in Table III-17, vibration velocities could range from 0.003 to 0.089 inch/sec PPV at 25 feet from the source activity, with corresponding vibration levels ranging from 58 VdB to 87 VdB at 25 feet from the source activity, depending on the type of construction equipment in use.

Table III-17
Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV (in/sec)					Approximate RMS (VdB)				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, 2006.

Structural Vibration Impacts

For purposes of addressing construction-related vibration impacts on buildings, the City of Los Angeles has not adopted any policies or guidelines relative to groundborne vibration impacts. While the Los Angeles County Code (LACC Section 12.08.350) states a presumed perception threshold of 0.01 inch per second RMS, this threshold applies to groundborne vibrations from long-term operational activities, not construction. Consequently, as both the City of Los Angeles and the County of Los Angeles do not have a significance threshold to assess vibration impacts during construction, the FTA and Caltrans adopted vibration standards for buildings which are used to evaluate potential impacts related to project construction. This analysis uses the Caltrans adopted vibration standards for buildings. Based on Caltrans criteria, construction impacts relative to structural damage from groundborne vibration would be considered significant if the vibration values shown in Table III-18, below, are exceeded at any adjacent land uses.

Groundborne vibration-producing construction equipment would be used during demolition of the surface parking area and the excavation of the subterranean parking levels. Due to the proximity of the on-site apartment building, which will remain as part of the Proposed Project, demolition and excavation activities would be undertaken in a manner that ensures the

structural stability of the apartment building. Notwithstanding this factor, vibration calculations for groundborne vibration-producing construction equipment were conducted for off-site land uses. The nearest adjacent off-site structures within the vicinity of the demolition and excavation site are sensitive receptors #2 and #3 - the multi-family residential properties located across Selma Avenue and Schrader Boulevard respectively. Both structures are located approximately 60 feet from the edge of the proposed area of demolition and excavation activities. Based on the Caltrans Transportation and Construction Vibration Manual (Sept. 2013) calculation for estimating vibration attenuation over hard surfaces, the estimated project generated vibration levels at the closest adjacent offsite structures would range from 0.1 PPV from small vibration equipment (e.g., jackhammer) to 0.03 PPV for heavy equipment (e.g., loaded trucks, large bulldozers, and caisson drilling). As the multi-family residential building abutting the Project Site to the north, located at 1618 Schrader Boulevard, and the U.S. Post Office Building located to the east of the Project Site are located farther than 60 feet,[51] construction vibration levels would be further attenuated to levels lower than the reference calculations for receptors #2 and #3. As the estimated construction vibration levels at the nearest adjacent structures would be less than the vibration damage threshold values shown in Table III-18, the Proposed Project would not have the potential to induce structural damage on any off-site land use and groundborne vibration impacts would be considered less than significant.

Table III-18
Vibration Damage Potential Threshold Criteria

Threshold Criteria	Maximum PPV (in/sec)	
	Transient Sources	**Continuous/Frequent Intermittent Sources**
Structure and Condition		
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: California Department of Transportation, Transportation and Construction Vibration Guidance Manual, Chapter 7: Vibration Prediction and Screening Assessment for Construction Equipment, Table 19. September 2013.

[51] *The multi-family residential building at 1618 Schrader Avenue is located 70 feet from the demolition and excavation site. The U.S. Post Office Building is located 110 feet from the demolition and excavation site. (Groundborne vibration distance attenuation calculations are provided in Appendix F to this MND).*

Vibration Annoyance Impacts

For purposes of addressing vibration impacts relative to human annoyance, the following analysis relies on the FTA's vibration impact thresholds, which are 80 VdB and above at residences and buildings where people normally sleep (e.g., nearby residences) and 83 VdB and above at institutional buildings, which includes schools and churches. No thresholds have been adopted or recommended for commercial and office uses.

In terms of human annoyance resulting from vibration generated during construction, residents in the sensitive receptors previously identified and in close proximity to the Project Site would be exposed to increased vibration levels on a temporary and intermittent basis during the construction period. Based on the FTA's methodology and vibration equation for calculating groundborne vibration levels in VdB, the highest estimated vibration levels at the closest off-site land uses would be as high as 75.59 VdB.[52] As such, the Project's construction vibration levels would be below the FTA's vibration impact threshold of 80 VdB. Similar to construction noise impacts, all construction activity would be restricted to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday. Implementation of the measures identified under Mitigation Measures N-1 through N-6 would serve to further reduce construction related vibration levels. Because any vibration annoyance impacts experienced by nearby land uses would occur during the acceptable time periods for construction activities, would only occur on a temporary and intermittent basis during the construction period, and would be below the FTA's vibration annoyance thresholds, impacts associated with groundborne vibration would be less than significant.

Operation

The Proposed Project would consist of a mixed-use development comprised of a 12-unit apartment building, a detached accessory building for a 198-guest room hotel with ground and rooftop restaurant spaces and would not involve the use of stationary equipment that would result in high vibration levels. Although groundborne vibration at the Project Site and immediate vicinity may currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) along Schrader Boulevard and Selma Avenue, the proposed land uses would not result in a substantial increase in the use of these heavy-duty vehicles on the public roadways. While refuse trucks would be used for the removal of solid waste at the Project Site, these trips would typically only occur a few times a week and would not be any different than those presently occurring in the vicinity of the Project Site. As such, vibration impacts associated with operation of the Proposed Project would be less than significant.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

[52] *Vibration attenuation calculations are provided in Appendix F to this MND.*

Less Than Significant With Mitigation Incorporated. A significant impact may occur if the Proposed Project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Proposed Project. As defined in the *L.A. CEQA Thresholds Guide* for operational noise impacts, a project would normally have a significant impact on noise levels from Proposed Project operations if the Proposed Project causes the ambient noise level measured at the property line of affected uses that are shown in Table III-19, Community Noise Exposure (CNEL), to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category, or any 5 dBA or greater noise increase. Thus, a significant impact would occur if noise levels associated with operation of the Proposed Project would increase the ambient noise levels by 3 dBA CNEL at homes where the resulting noise level would be at least 70 dBA CNEL. In addition, any long-term increase of 5 dBA CNEL or more is considered to cause a significant impact. Generally, in order to achieve a 3 dBA CNEL increase in ambient noise from traffic, the volume on any given roadway would need to double. In addition to analyzing potential impacts in terms of CNEL, the analysis also addresses increases in on-site noise sources per the provisions of the LAMC, which establishes a L_{eq} standard of 5 dBA over ambient conditions as constituting a LAMC violation.

Table III-19
Community Noise Exposure (CNEL)

Land Use	Normally Acceptable[a]	Conditionally Acceptable[b]	Normally Unacceptable[c]	Clearly Unacceptable[d]
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 75
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 75
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 70
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 75
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

[a] *Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.*

[b] *Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.*

[c] *Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.*

[d] *Clearly Unacceptable: New construction or development should generally not be undertaken.*

Source: Office of Planning and Research, State of California General Plan Guidelines, October 2003 (in coordination with the California Department of Health Services); City of Los Angeles, General Plan Noise Element, adopted February 1999.

Operational Noise

Traffic Noise

The Proposed Project would increase traffic volumes on the surrounding roadways, which in turn has the potential to increase roadway noise. According to the *L.A. CEQA Thresholds Guide*, if a project would result in traffic that is less than double the existing traffic, then the Proposed Project's mobile noise impacts can be assumed to be less than significant. According to the Project's Traffic Impact Analysis, the proposed development would result in 1,666 net daily vehicle trips, including 98 AM peak hour trips and 143 PM peak hour trips. Based on a comparison of the Proposed Project's peak hour trips compared to the existing traffic volumes at the twelve study intersections, the Proposed Project would not have the potential to double the traffic volumes on any intersection in the vicinity of the Project Site. As such, the Proposed Project would not have the potential to increase roadway noise levels by 3 dBA, and thus traffic generated noise impacts would be considered less than significant.

To quantify the increase of the ambient noise levels at the twelve study intersections from the Proposed Project, traffic noise was modeled using the California Department of Transportation, Technical Noise Supplement (2009). Traffic noise was modeled under the "Existing (2017) Without Project" and "Existing (2017) with Project" scenarios to determine the environmental baseline and Project impact, respectively, with implementation of the Proposed Project. The changes in future noise levels associated with the Proposed Project at locations in the surrounding intersections in the Project vicinity are identified in Table III-20, below, Proposed Project Noise Impacts at Study Intersections. As shown, the Proposed Project would increase local noise levels by a maximum of 0.31 dBA CNEL at the intersection of Wilcox Avenue and Selma Avenue during the P.M. peak hour, which would be inaudible/imperceptible to most people and would not exceed the thresholds of significance. The remaining street intersections analyzed would all experience a 0.29 dBA CNEL increase or less. Thus, the Proposed Project's mobile noise impacts would not exceed the 3 dBA CNEL threshold, set forth in the *L.A. CEQA Thresholds Guide*, and the Proposed Project's mobile source noise impact would be less than significant.

Stationary Noise Sources

New stationary sources of noise, such as mechanical HVAC equipment would be installed for the proposed guest rooms at the Project Site. As discussed in Question XI.(a) above, the design of this equipment would 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 decibels. Thus, because the noise levels generated by the HVAC equipment serving the Proposed Project would not be allowed to exceed the ambient noise level by five decibels on the premises of the adjacent properties, a substantial permanent increase in noise levels would not occur at the nearby sensitive receptors. This impact would be less than significant.

Table III-20
Proposed Project Noise Impacts at Study Intersections

Street Intersection	Peak Hour	Noise Levels in dBA CNEL			
		Existing (2017) Without Project [a]	Existing (2017) with Project	Increase	Significant Impact?
1. Highland Avenue & Hollywood Boulevard	AM	68.00	68.02	0.02	No
	PM	68.00	68.03	0.03	No
2. Las Palmas Avenue & Hollywood Boulevard	AM	68.00	68.01	0.01	No
	PM	68.00	68.03	0.03	No
3. Wilcox Avenue & Hollywood Boulevard	AM	68.00	68.03	0.03	No
	PM	68.00	68.05	0.05	No
4. Cahuenga Boulevard & Hollywood Boulevard	AM	68.00	68.03	0.03	No
	PM	68.00	68.04	0.04	No
5. Highland Avenue & Selma Avenue	AM	68.00	68.03	0.03	No
	PM	68.00	68.04	0.04	No
6. Cassil Place & Selma Avenue	AM	68.00	68.15	0.15	No
	PM	68.00	68.18	0.18	No
7. Wilcox Avenue & Selma Avenue	AM	68.00	68.29	0.29	No
	PM	68.00	68.31	0.31	No
8. Cahuenga Boulevard & Selma Avenue	AM	68.00	68.04	0.04	No
	PM	68.00	68.04	0.04	No
9. Highland Avenue & Sunset Boulevard	AM	68.00	68.01	0.01	No
	PM	68.00	68.02	0.02	No
10. Las Palmas Avenue & Sunset Boulevard	AM	68.00	68.02	0.02	No
	PM	68.00	68.02	0.02	No
11. Wilcox Avenue & Sunset Boulevard	AM	68.00	68.03	0.03	No
	PM	68.00	68.04	0.04	No
12. Cahuenga Boulevard & Sunset Boulevard	AM	68.00	68.03	0.03	No
	PM	68.00	68.04	0.04	No

[a] *The ambient representative noise level for area intersections is based on the lowest of the two noise measurement events recorded at the intersection of Wilcox Avenue & Selma Avenue and Schrader Boulevard and Selma Avenue (See Table III-12, above)*

Source: Calculations based on the California Department of Transportation (Caltrans), Technical Noise Supplement (Nov. 2009) formula for adding and subtracting equal sound pressure levels. Traffic volumes are based on the Project Transportation Study prepared by Gibson Transportation Consulting, Inc., dated June 2017.

Noise from Outdoor Terraces and Rooftop Bars

As discussed above, operational noise impacts from outdoor spaces and live entertainment on the rooftop areas would be reduced to less than significant levels with implementation of project design features (PDF-1 through PDF-4) and Mitigation Measure N-7. See discussion above, in response to Checklist Question No. XII, a.

Parking Noise

Activities within the designated parking structure areas associated with the Proposed Project would have the potential to increase ambient noise levels in the area. Sources of noise within the parking areas would include engines accelerating, doors slamming, car alarms, and people talking. However, the proposed parking areas would be provided in three subterranean levels under the proposed hotel building. Therefore, any parking noise would be enclosed within the underground parking structure. Additionally, the Proposed Project would provide a valet-serviced parking. The primary valet/guest drop-zone would be located along Selma Avenue adjacent to the main lobby where valet operators would take the cars for guests and restaurant visitors into the subterranean parking. Therefore, there would be no anticipated noise at the parking levels from guests and visitors. In addition, operational-related noise generated by motor driven vehicles within the Project Site is regulated under the LAMC. Specifically, with regard to motor driven vehicles, LAMC Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City such that the created noise would be audible in excess of 150 feet from the property line of the noise source. Therefore, noise impacts associated with the Proposed Project's operational noise impacts from the subterranean parking garage would be less than significant.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant With Mitigation Incorporated. A significant impact may occur if the Proposed Project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the Proposed Project. As defined in the *L.A. CEQA Thresholds Guide* threshold for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. In addition, the *L.A. CEQA Thresholds Guide* also states that construction activities lasting more than 10 days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact.

As discussed above, impacts are expected to be reduced to less than significant levels for construction noise, construction vibration, and operational noise. Implementation of Mitigation Measures N-1 through N-8 would ensure the Proposed Project would not result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity, and these impacts would be mitigated to less than significant levels.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. A significant impact may occur if the Proposed Project were located within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or in the vicinity of the Project Site. There are no airports within a two-mile radius of the Project Site, and the Project Site is not within any airport land use plan or airport hazard zone. The closest airport is the Los Angeles International Airport (LAX), which is located approximately 13 miles south of the Project Site. The Proposed Project would not expose people to excessive noise levels associated with airport uses. Therefore, no impact would occur.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. This question would apply to a project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The Project Site is not located in the vicinity of a private airstrip. No such facilities are located in the vicinity of the Project Site. Therefore, no impact would occur.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the 158 related projects identified in Section II, Project Description, would result in an increase in construction-related and traffic-related noise as well as on-site stationary noise sources in the already urbanized area of the City of Los Angeles. The Project Applicant has no control over the timing or sequencing of the related projects that have been identified within the Proposed Project study area. Therefore, any quantitative analysis that assumes multiple, concurrent construction projects would be speculative. Construction-period noise for the Proposed Project and each related project (that has not yet been built) would be localized. In addition, each of the related projects would be required to comply with the City's noise ordinance, as well as mitigation measures that may be prescribed pursuant to CEQA provisions that require potentially significant impacts to be reduced to the extent feasible.

With respect to cumulative traffic noise impacts, the future predicted noise levels include the existing traffic volumes from the Proposed Project and future traffic levels associated with ambient growth and the related projects, as shown in Table III-21, Cumulative Noise Impacts at Study Intersections. The highest increase in local noise levels shows a maximum of 1.53 at the intersection of Highland Avenue and Selma Avenue during the P.M. peak hour, which would not exceed the 3 dBA CNEL threshold of significance. As such, the Proposed Project's noise volumes would not be cumulatively considerable. Thus, the cumulative impacts would be less than significant.

Table III-21
Cumulative Noise Impacts at Study Intersections

Street Intersection	Peak Hour	Noise Levels in dBA CNEL			
		Existing (2017) Without Project	Future (2020) with Project	Increase	Significant Impact?
13. Highland Avenue & Hollywood Boulevard	AM	68.00	68.98	0.98	No
	PM	68.00	69.35	1.35	No
14. Las Palmas Avenue & Hollywood Boulevard	AM	68.00	69.06	1.06	No
	PM	68.00	69.46	1.46	No
15. Wilcox Avenue & Hollywood Boulevard	AM	68.00	68.87	0.87	No
	PM	68.00	69.26	1.26	No
16. Cahuenga Boulevard & Hollywood Boulevard	AM	68.00	68.90	0.90	No
	PM	68.00	69.27	1.27	No
17. Highland Avenue & Selma Avenue	AM	68.00	69.13	1.13	No
	PM	68.00	69.53	1.53	No
18. Cassil Place & Selma Avenue	AM	68.00	69.15	1.15	No
	PM	68.00	69.28	1.28	No
19. Wilcox Avenue & Selma Avenue	AM	68.00	69.28	1.28	No
	PM	68.00	69.28	1.28	No
20. Cahuenga Boulevard & Selma Avenue	AM	68.00	69.00	1.00	No
	PM	68.00	69.28	1.28	No
21. Highland Avenue & Sunset Boulevard	AM	68.00	68.88	0.88	No
	PM	68.00	69.17	1.17	No
22. Las Palmas Avenue & Sunset Boulevard	AM	68.00	68.81	0.81	No
	PM	68.00	68.98	0.98	No
23. Wilcox Avenue & Sunset Boulevard	AM	68.00	68.77	0.77	No
	PM	68.00	68.92	0.92	No
24. Cahuenga Boulevard & Sunset Boulevard	AM	68.00	68.80	0.80	No
	PM	68.00	68.99	0.99	No

Source: Calculations based on the California Department of Transportation (Caltrans), Technical Noise Supplement (Nov. 2009) formula for adding and subtracting equal sound pressure levels. Traffic volumes are based on the Project Transportation Study prepared by Gibson Transportation Consulting, Inc., dated June 2017.

XIII. POPULATION AND HOUSING

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. A significant impact may occur if the proposed project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the proposed area that would otherwise not have occurred as rapidly or in as great a magnitude. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on population and housing growth shall be made considering: (a) the degree to which a project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/buildout, and that would result in an adverse physical change in the environment; (b) whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and (c) the extent to which growth would occur without implementation of the project.

In October 2008, SCAG approved and adopted the "2008 Regional Comprehensive Plan for the SCAG Region – Helping Communities Achieve a Sustainable Future" (2008 RCP). The 2008 RCP is a long-term comprehensive plan that provides a strategic vision for handling the region's land use, housing, economic, transportation, environmental, and overall quality of life needs. The 2008 RCP is intended to serve as an advisory document for local agencies in the SCAG region. The following vision statement and guiding principles are based on the region's adopted Compass Growth Vision Principles for Sustaining a Livable Region. These statements further articulate how the RCP can promote and sustain the region's mobility, livability, and prosperity for future generations.

RCP Vision

To foster a Southern California region that addresses future needs while recognizing the interrelationship between economic prosperity, natural resource sustainability, and quality of life. Through measured performance and tangible outcomes, the RCP serves as both a voluntary action plan with short-term guidance and strategic, long-term initiatives that are guided by the following Guiding Principles for sustaining a livable region.

RCP Guiding Principles

- *Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.*

- *Foster livability in all communities. Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing and equal distribution of environmental benefits.*

- *Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.*

- *Promote sustainability for future generations. Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.*

SCAG's Compass Growth Vision Strategy

SCAG's Compass Growth Vision, adopted in 2004, encourages better relationships between housing, transportation, and employment. The Growth Vision is driven by four key principles: (1) Mobility – Getting where we want to go, (2) Livability – Creating positive communities, (3) Prosperity – Long-term health for the region, and (4) Sustainability – Preserving natural surroundings. Additionally, the Compass Growth Vision incorporates a 2% Growth Strategy that will increase the region's mobility by:

- Putting new employment centers and new neighborhoods near major transit systems so that people can have transportation choices other than their cars.

- Designing safe, attractive transit centers and plazas that people enjoy using.

- Creating mini-communities around transit stations, with small businesses, urban housing and restaurants all within an easy walk.

Regional Transportation Plan/Sustainable Communities Strategy

On April 7, 2016, SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS): A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life. The 2016-2040 RTP/SCS is the culmination of a multi-year effort involving stakeholders from across the SCAG Region. The 2016-2040 RTP/SCS balances the Southern California region's future mobility and housing needs with economic, environmental, and public health goals.

Based on the regional growth projections in the 2016-2040 RTP/SCS, the City of Los Angeles had an estimated permanent population of approximately 3,845,500 persons, 1,325,500 residences, and 1,696,400 jobs in 2012. By the year 2040, SCAG forecasts that the City of Los Angeles will increase to approximately 4,609,400 persons (20% increase since the year 2012), 1,690,300 residences (28% increase since the year 2012) and 2,169,100 jobs (28% increase since the year 2012). SCAG's population, housing, and employment projections for the City of Los Angeles, Los Angeles County, and the SCAG region as a whole for 2012 and 2040 are

further summarized in Table III-22, below.

Table III-22
SCAG Population and Housing Projections for the
City of Los Angeles, Los Angeles County, and the SCAG Region

Population			
Region	**2012**	**2040**	**% Growth (2012-2040)**
Los Angeles City [a]	3,845,500	4,609,400	20%
Los Angeles County [b]	9,923,000	11,514,000	16%
SCAG Region [b]	18,322,000	22,138,000	21%
Households			
Region	**2012**	**2040**	**% Growth (2012-2040)**
Los Angeles City [a]	1,325,500	1,690,300	28%
Los Angeles County [b]	3,257,000	3,946,000	21%
SCAG Region [b]	5,885,000	7,412,000	26%
Employment			
Region	**2012**	**2040**	**% Growth (2012-2040)**
Los Angeles City [a]	1,696,400	2,169,100	28%
Los Angeles County [b]	4,246,000	5,226,000	23%
SCAG Region [b]	7,440,000	9,872,000	33%

Source: SCAG, adopted 2016-2040 RTP/SCS Growth Forecast, Demographics and Growth Forecast Appendix, adopted April 2016.

On a policy level, the Proposed Project would be consistent with the goals and strategies of the RCP and the Compass Growth Vision Strategy discussed above, as the Proposed Project would revitalize an underutilized property in an existing commercial and multi-family residential area. The Proposed Project is an infill development project within the Hollywood Community Plan Area of the City of Los Angeles. With respect to regional growth forecasts, SCAG forecasts the City of Los Angeles Subregion will experience a population increase to 4.6 million persons by 2040. As shown in Table III-22, SCAG Population and Housing Projections for the City of Los Angeles and the SCAG Region the forecast from 2012 through 2040 envisions a population growth of 763,900 additional persons (an approximate 20% growth rate) and 3,816,000 additional persons (an approximate 21% growth rate), respectively. The number of households within the City is Los Angeles is anticipated to increase by 364,800 households, or approximately 28% between 2012 and 2040. The number of households within the SCAG Region is anticipated to increase by 1,527,000 households, or approximately 26% between 2012 and 2040. By 2040, the City of Los Angeles is expected to experience a 20% population

growth, 28% household unit growth. SCAG has forecasted that the total employment growth for the City of Los Angeles would increase by approximately 472,700 jobs between 2012 and 2040, and a 28% employment growth as compared to the 2012 values.[53] SCAG anticipates that employment opportunities in the SCAG region would increase by 2,432,000 jobs (approximately 33%) between 2012 and 2040.

The Hollywood Community Plan area recognizes that population, jobs, and housing could grow more quickly, or slowly, than anticipated depending on economic trends. Regional forecasts do not always reflect the adopted community plan land use capacity or buildout and is also an estimate based on specific assumptions about future density of development. The Hollywood Community Plan projected a 2010 population of approximately 219,000 persons, which is an increase of 38,000 over the 1980 population.[54] The Hollywood Community Plan does not project the number of households nor the number of employees.

The Project Site is currently developed with a two-story apartment building, a detached garage, and a paved surface parking lot. The Proposed Project would include the removal of the surface parking lot and all supporting structures (e.g. the parking attendant box, signage, fencing, etc.) for the development of an 11-story hotel building with a maximum of 198 guestroom units, three subterranean parking levels, and 5,557 square feet of restaurant, coffee bar and rooftop/lounge space. The Proposed Project would also include the exterior rehabilitation of the existing 12-unit apartment building and does not intend to remove or demolish any residential dwelling units. Given that there would not be a net increase or decrease in dwelling units provided on-site, it is assumed that the Proposed Project's residential component would result in no net change in the number of residents in the Hollywood Community.

As shown in Table III-23, Proposed Project Employment Growth, the Proposed Project would generate the need for approximately 92 employees. The additional employees generated by the Proposed Project would contribute to a fraction of 1 percent of SCAG's employment growth forecast for the City of Los Angeles. Thus, the increase in employment as a result of the Proposed Project is within SCAG's employment growth forecast. While the Proposed Project does not involve the development of any new residential dwelling units, the Proposed Project may result in indirect population growth with new employees relocating to the City of Los Angeles. It can be assumed that most of the employees generated by the Proposed Project would already reside within the City of Los Angeles or County of Los Angeles. Thus, any population growth generated by the Proposed Project would be well within SCAG's population growth projections.

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[53] *SCAG, adopted 2016-2040 RTP/SCS Growth Forecast, Demographics and Growth Forecast Appendix, adopted April 2016.*

[54] *City of Los Angeles Department of City Planning, Hollywood Community Plan, 1988, effective April 2, 2014.*

Table III-23
Proposed Project Employment Growth

Use	Amount	Employment Generation Factor [a, b]	Number of Employees
Proposed Project			
Restaurant/Bar	5,557 sf	0.00271	15
Hotel Guest Rooms and Amenities	68,545 sf	0.00113	77
		NET TOTAL Employment:	**92**

Notes:

[a] *The employee generation factor for retail and hotel uses is taken from the Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 9, 2012.*

[b] *A separate rate is not provided for restaurants. Therefore, the employee generation factor for commercial uses was used.*

Source: Parker Environmental Consultants, 2017.

Further, the Proposed Project would cater to the tourism industry in the Hollywood CPA and City of Los Angeles. The Proposed Project generates visitors to the proposed hotel; although, it is anticipated that the visitors would not stay at the proposed hotel long term nor become permanent residents within the City of Los Angeles or the Hollywood CPA.

The Proposed Project would be consistent with the City's goals of promoting economic well-being and public convenience through allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards.[55] Additionally, as further discussed in Section X, Land Use and Planning, the Proposed Project would be consistent with the Hollywood Redevelopment Plan's goals for development within the Hollywood Boulevard District and would specifically address the Hollywood Redevelopment Plan's goal of encourage entertainment, theater and tourist related uses.

Since it can be assumed that most of the jobs and employees generated by the Proposed Project would already reside within the City of Los Angeles or County of Los Angeles, the potential indirect increase in population caused by the Proposed Project would be minimal and consistent with SCAG's population forecasts for the City of Los Angeles for the year 2040. As such, the Proposed Project would not cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of Proposed Project occupancy/buildout, and that would result in an adverse physical change in the environment; or introduce unplanned infrastructure that was not

[55] *City of Los Angeles Department of City Planning, Hollywood Community Plan, 1988, effective April 2, 2014.*

previously evaluated.

In addition, the construction of the Proposed Project would create temporary construction-related jobs. However, the work requirements of most construction projects are highly specialized so that construction workers remain at the job site only for the time frame in which their specific skills are needed to complete the particular task of the construction process. Project-related construction workers would not be likely to relocate their households near the Project Site, and therefore, no permanent residents would be generated as a result of the construction of the Proposed Project.

Therefore, the Proposed Project would contribute to approximately 92 new employees to the Hollywood CPA. The addition of 92 new employees is consistent with SCAG's growth projections for the Los Angeles region. As such, the Proposed Project's population and housing impacts would be less than significant.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Less Than Significant Impact. A significant impact may occur if the Proposed Project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The Project Site is currently developed with a 12-unit apartment building, a detached garage building and a paved surface parking lot. The Proposed Project would involve the exterior rehabilitation of the existing apartment building. The existing 12 dwelling units would remain on-site. There would not be a net increase or decrease in dwelling units provided on the Project Site. Therefore, it is assumed that the Proposed Project's residential component would result in no net change in the number of housing provided in the Hollywood Community. As such, the Proposed Project would not displace any existing housing. Therefore, a less than significant impact would occur.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Less Than Significant Impact. As stated above, the Project Site is currently developed with an apartment building, a detached garage building and a surface parking lot. The Proposed Project would involve the exterior rehabilitation of the existing apartment building, and the existing 12 dwelling units would remain on-site. The Proposed Project would result in no net change in the number of dwelling units provided on-site. Therefore, development of the Proposed Project would not permanently displace any residents in the Hollywood Community. Therefore, a less than significant impact would occur.

Cumulative Impacts

Less Than Significant Impact. The related projects would introduce additional growth and development within the City of Los Angeles. Any related projects that include a residential component would result in direct population growth in the City of Los Angeles. As discussed in Question XIII (a), the Proposed Project would not exceed the growth projections of SCAG's 2016-2040 RTP/SCS for the City of Los Angeles subregion. The potential impact associated with the Proposed Project would be less than significant and, therefore, not cumulatively considerable. Furthermore, the Proposed Project is the type of project encouraged by SCAG and City policies, as the Proposed Project would promote economic well-being, public convenience, and add to the hotel demand for guests visiting Hollywood. Because the Proposed Project would not displace any residents, would not increase population growth, and would result in employment growth that has already been anticipated per SCAG projections, potential indirect population growth generated by the Proposed Project would not be cumulatively considerable, and the Proposed Project's cumulative impacts to population and housing would be less than significant.

XIV. PUBLIC SERVICES

The location of public services (including fire services, police protection services, parks, and libraries) in the Project vicinity and that service the Project Site are shown in Figure III-3, below.

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objective for any of the following public services:

(i) Fire protection?

Less Than Significant Impact.

Construction

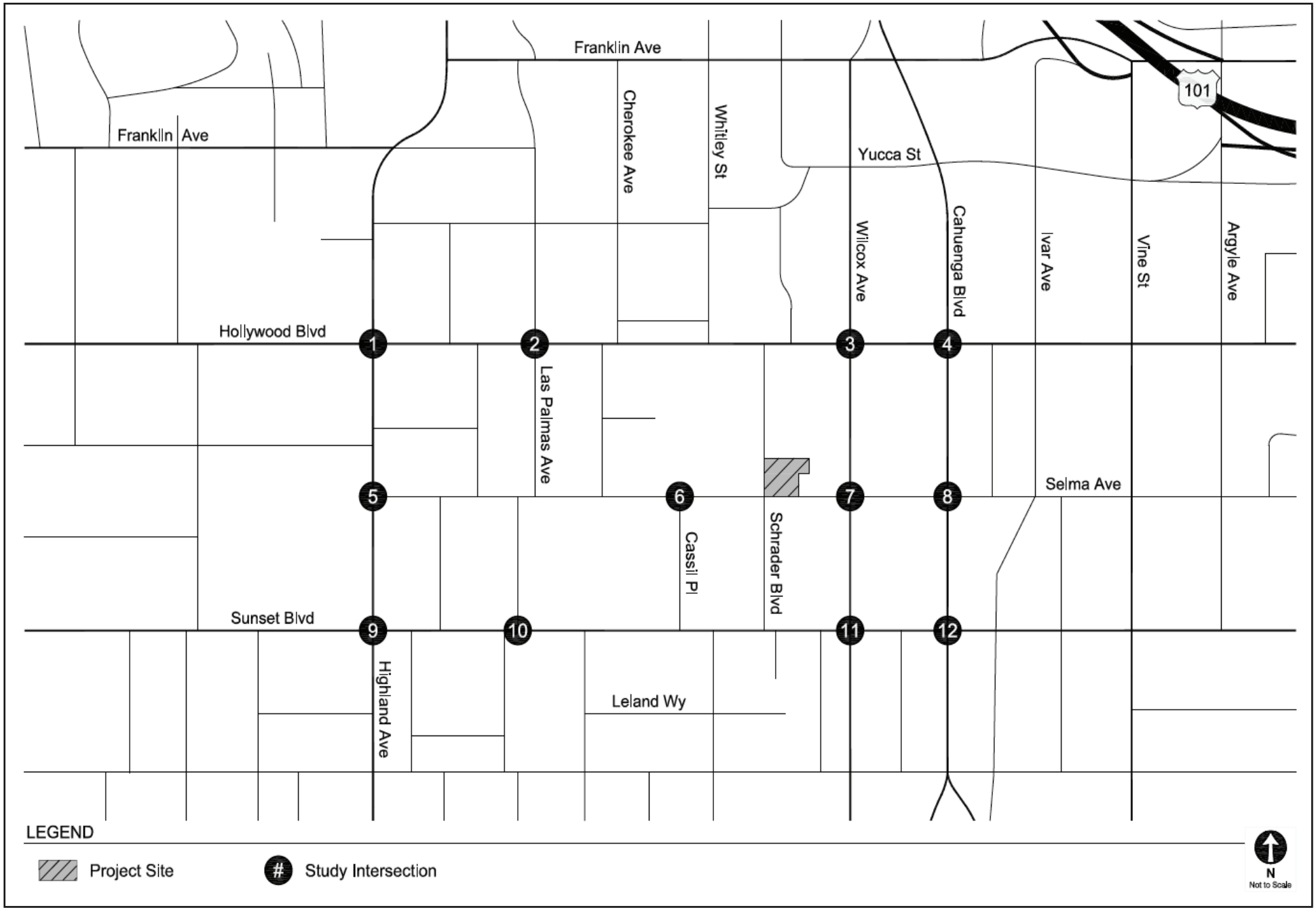
Construction of the Proposed Project would increase the potential for accidental on-site fires from the operation of construction equipment and the use of flammable construction materials. The implementation of best management practices (BMPs) for the operation of mechanical equipment and the use of flammable construction materials by construction contractors and work crews would minimize fire hazards associated with the construction of the Proposed Project. The BMPs that would be implemented during construction of the Project would include: keeping mechanical equipment in good operating condition, and as required by law, carefully storing flammable materials in appropriate containers, and the immediate and complete cleanup of spills of flammable materials when they occur.

Construction activities also have the potential to affect fire protection services, such as emergency vehicle response times, by adding construction traffic to the street network and potentially requiring partial lane closures during street improvements and utility installations. The nearest emergency routes, as identified in the Safety Element of the General Plan, are Hollywood Boulevard, over 500 feet to the north; Sunset Boulevard, over 600 feet to the south; and Western Avenue, over 1.25 miles to the east. Thus, construction could have the potential to adversely affect fire access. However, these impacts are considered to be less than significant because emergency access would be maintained to the Project Site and surrounding vicinity during construction through marked emergency access points approved by the LAFD, construction impacts are temporary in nature and do not cause lasting effects, and no complete lane closures are anticipated. Additionally, if any partial street closures are required, flagmen would be used to facilitate the traffic flow until construction is complete. Construction of the Proposed Project would result in a less than significant impact.

Operation

Based on the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service. Section 15382 of the CEQA guidelines defines “significant effect on the environment” as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.” Thus, the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service would only be considered significant if such activities result in a physical adverse impact upon the environment.

The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to LAMC Section 57.507.3.3, the maximum response distance between high density residential and commercial land uses and a LAFD fire station that houses an engine company or a truck company is 1.5 miles or two miles, respectively. If the distance is exceeded, all structures located in the applicable high density residential or commercial area would be required to install automatic fire sprinkler systems. With such systems installed, fire protection would be considered adequate even if the Proposed Project is located beyond the maximum response distance.



Source: Gibson Transportation Consulting, Inc. June 2017.

PARKER ENVIRONMENTAL CONSULTANTS

Figure III-4
Study Area and Study Intersections

The Proposed Project would include the exterior rehabilitation of a 12-unit apartment building, the demolition and replacement of the detached garage building, and the full construction of an 11-story hotel building with restaurant uses. The proposed hotel building would contain a maximum of 198 guestroom units, three subterranean parking levels, and 5,557 square feet of restaurant, coffee bar and rooftop/lounge space. As discussed in Section XIII. Population and Housing, the Proposed Project would generate approximately 92 net employees.[56] The Proposed Project would increase the utilization of the surface parking lot for the proposed hotel building. As shown in Figure III-3, above, Public Services in the Project Vicinity, the Project Site is served by LAFD Station No. 27, located at 1327 North Cole Avenue, which is less than 0.5 miles south of the Project Site. LAFD Station No. 27 is equipped with a task force (which contains an engine company and a truck company), paramedic ambulance, rescue ambulance, urban search and rescue. Based on the response distance criteria specified in LAMC 57.507.3.3 and the relatively short distance from Fire Station No. 27 to the Project Site, fire protection response would be considered adequate. The Proposed Project would work with LAFD and incorporate LAFD's recommendations relative to fire safety into the building plans. As part of the Proposed Project, the Project Applicant would submit a plot plan for review and approval by the LAFD 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 units 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. Thus, compliance with regulatory compliance measures regarding fire protection and safety would ensure that any impacts upon fire services created by the Proposed Project would be less than significant.

Cumulative Impacts

Less Than Significant Impact. The Proposed Project, in combination with the 158 related projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Proposed Project and related projects would contribute. Similar to the Proposed Project, each of the related projects would be individually subject to LAFD review and would be required to comply with all applicable fire safety requirements of the LAFD in order to adequately mitigate fire protection impacts. Specifically, any related project that exceeded the applicable response distance standards described above would be required to install automatic fire sprinkler systems in order to mitigate the additional

[56] *Based on a rate of 1 employee per 882 sf of hotel space and 1 employee per 369 sf of restaurant space. Source: Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 9, 2012.*

response distance. To the extent cumulative development causes the need for additional fire stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development of any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, the LAFD does not currently have any plans for new fire stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Proposed Project would not create a cumulatively considerable impact to fire protection services, and, as such cumulative impacts on fire protection would be less than significant.

(ii) Police Protection?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project, necessitating a new or physically altered station. Section 15382 of the CEQA guidelines defines "significant effect on the environment" as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant." Thus, the addition of a new police station or police substation, if warranted, would only be considered significant if the construction or operation of a new facility results in a physical adverse impact upon the environment. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on police protection shall be made considering the following factors: (a) the population increase resulting from the Proposed Project, based on the net increase of residential units or square footage of non-residential floor area; (b) the demand for police services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and (c) whether the project includes security and/or design features that would reduce the demand for police services.

The Proposed Project would include a 12-unit apartment building, detached garage, and an 11-story mixed-use hotel building that would contain a maximum of 198 guestroom units, three subterranean parking levels, and 5,557 square feet of restaurant, coffee bar and rooftop/lounge space. The Proposed Project would generate approximately 92 net employees. The Proposed Project would increase the utilization of the surface parking lot into a mixed-use hotel building, and would potentially increase the demand for LAPD services. The Project Site is located in the LAPD's West Bureau. The West Bureau is approximately 124 square miles with Forest Lawn Drive as its northern border, Normandie Boulevard as its eastern border, El Segundo Boulevard as its southern border, and the Pacific Ocean as its western border. The West Bureau serves the Hollywood, Wilshire, Pacific, and West Los Angeles communities and the West Traffic

Division serves the neighborhoods of the Pacific Palisades, Westwood, Century City, Venice, Hancock Park, and the Miracle Mile.[57] As shown in Figure III-3, above, the Project Site is served by the Hollywood Community Police Station located at 1358 N. Wilcox Avenue, which is approximately 0.3 mile south of the Project Site. Within the Hollywood Area, the Proposed Project is located within Reporting District (RD) 646.[58] Table III-24, Hollywood Community Police Station Crime Statistics, provides crime statistics for the Hollywood area in the City of Los Angeles.

Construction sites, if left unsecured, have the potential to attract trespassers and/or vandals that would potentially result in graffiti, excess trash, and potentially unsafe conditions for the public. Such occurrences would adversely affect the aesthetic character of the Project Site and surrounding area and could potentially cause public health and safety concerns. The Proposed Project would incorporate temporary construction fencing 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 (refer to Mitigation Measure PS-1, below).

The development of the Proposed Project would result in an increase of on-site hotel visitors, guests, and employees to the Project Site, thereby generating a potential increase in the number of service calls from the Project Site. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons may escalate as a result of the increased on-site activity and increased traffic on adjacent streets and arterials. The Proposed Project would include adequate and strategically positioned functional and security lighting to enhance public safety. Visually obstructed and infrequently accessed “dead zones” would be limited and, where possible, security controlled to limit public access. The building and layout design of the Proposed Project would also include crime prevention features, such as nighttime security lighting and secure parking facilities. In addition, the continuous visible and non-visible presence of hotel employees at all times of the day would provide a sense of security during evening and early morning hours. As such, the Project employees would be able to monitor suspicious activity at the building entry points (refer to Mitigation Measure PS-2, below).

[57] *Los Angeles Police Department, “About West Bureau,” website: http://www.lapdonline.org/west_bureau/content_basic_view/1869, accessed October 2016.*

[58] *Los Angeles Police Department, Hollywood Area, Police Station – 1358 N. Wilcox Ave., website: http://assets.lapdonline.org/assets/pdf/Hollywood_RD_Mar14.pdf, accessed October 2016.*

Table III-24
Hollywood Area Police Station Crime Statistics

Crimes	2016 (YTD) [a]	2015 (YTD)	2014 (YTD)
Violent Crimes			
Homicide	6	7	7
Rape	94	113	101
Robbery	428	323	294
Aggravated Assault	439	428	315
Total Violent Crimes	**967**	**871**	**717**
Property Crimes			
Burglary	461	383	392
Motor Vehicle Theft	464	418	292
BTFV	1219	1055	864
Personal / Other Theft	1430	1404	1296
Total Property Crimes	**3,574**	**3,260**	**2,844**
Total Part 1 Crimes	**4,541**	**4,131**	**3,561**
Child / Spousal Abuse (Part I & II) [b]	409	349	380
Shots Fired	38	26	27
Shooting Victims	20	13	10

Notes: YTD = year to date
[a] *Crime Statistics for week ending October 15, 2016.*
[b] *Part II Child/Spousal Abuse Simple Assaults not included in Part 1 Aggravated Assaults above to comply with the FBI's Uniform Crime Reporting guidelines.*

Source: LAPD, COMPSTAT Unit, Hollywood Community Area Profile, accessed October 2016.

With implementation of Mitigation Measure PS-1 and PS-2 provided below, the Proposed Project's impacts upon LAPD services would be less than significant.

Mitigation Measures:

PS-1 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.

PS-2 Public Services (Police)

- The plans shall incorporate the design features (outlined in LAPD's "Design Out Crime Guidelines: Crime Prevention Through Environmental Design") 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.

Cumulative Impacts

Less Than Significant Impact. The Proposed Project, in combination with the 158 related projects, would increase the demand for police protection services in the Project area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Proposed Project and related projects would contribute. In addition, each of the related projects would be individually subject to LAPD review and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands and security. Furthermore, each of the related projects would likely install and/or incorporate adequate crime prevention design features in consultation with the LAPD, as necessary, to further decrease the demand for police protection services. To the extent cumulative development causes the need for additional police stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development of any new police stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, LAPD does not currently have any plans for new police stations to be developed in proximity to the Project Site. No impacts are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable impact to police protection services, and cumulative impacts on police protection would be less than significant.

(iii) Schools

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District (LAUSD). The Project Site

is located in LAUSD Board District 4, and currently served by one elementary school, one middle school, and one high school. Table III-25, Resident Schools Serving the Project Site, details the names, grades served, and location of each school. The schools' locations in relation to the Project Site are depicted in Figure III-3, Public Services in the Project Vicinity, above.

Table III-25
Resident Schools Serving the Project Site

School Name	Grades	Address
Selma Avenue Elementary School	K-5	6611 Selma Avenue
Hubert Howe Bancroft Middle School	6-8	929 N. Las Palmas Avenue
Hollywood Senior High School	9-11	1521 N. Highland Avenue

Source: Los Angeles Unified School District, Resident School Identifier, website: http://rsi.lausd.net/ResidentSchoolIdentifier/, accessed October 2016.

As shown in Table III-26, Proposed Project Estimated Student Generation, the Proposed Project would generate one elementary student. It is assumed that the existing apartment building would generate no net students since it is only be rehabilitated and no dwelling units are being demolished or proposed. Based on LAUSD's School Fee Justification Study, the Proposed Project would not be expected to generate any middle school students or high school students. The Project Applicant would be required to pay all applicable developer fees to the LAUSD to offset the Proposed Project's demands upon local schools. Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995. Pursuant to Government Code Section 65995, payment of development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." With the payment of School Development Fee, the Proposed Project's potential impact upon public school services would be less than significant.

Table III-26
Proposed Project Estimated Student Generation

Land Use	Size	Elementary School Students	Middle School Students	High School Students	Total Students
Proposed Project					
Hotel Rooms [a]	198 rooms	1	0	0	1
Restaurant [b]	5,557 sf	0	0	0	0
Total Estimated Students:		**1**	**0**	**0**	**1**

Notes: sf = square feet
[a] Student generation rates are as follows for hotel uses: .0076 elementary, .0035 middle and .0034 high school students per 1,000 sf.
[b] Student generation rates are as follows for retail/commercial uses: .0149 elementary, .0069 middle and .0067 high school students per 1,000 square feet.
Source: Los Angeles Unified School District, School Fee Justification Study, September 2002.

Cumulative Impacts

Less Than Significant Impact. The Proposed Project includes the renovation of the existing apartment building and the construction and operation of a mixed-use hotel with restaurant uses. The Proposed Project would not result in any new housing units and would not have the potential to contribute to cumulative housing or student generation impacts. As such, the Proposed Project would not be cumulatively considerable, and cumulative impacts upon schools would be less than significant.

(iv) Parks?

Less Than Significant Impact. A significant impact would occur if the recreation and park services available could not accommodate the projected population increase resulting from implementation of a project or if the proposed project resulted in the construction of new recreation and park facilities that create significant direct or indirect impacts to the environment. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the Proposed Project; (b) the demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

The Public Recreation Plan (PRP), a portion of the Service Systems Element of the City of Los Angeles General Plan, provides standards for the provision of recreational facilities throughout the City and includes Local Recreation Standards. The desired long-range standard for local parks is based on two acres per 1,000 persons for neighborhood parks and two acres per 1,000 persons for community parks or four acres per 1,000 persons of combined neighborhood and community parks. However, the PRP also notes that these long-range standards may not be reached during the life of the plan, and, therefore, includes more attainable short- and intermediate-range standards of one (1) acre per 1,000 persons for neighborhood parks and one (1) acre per 1,000 persons for community parks, or two (2) acres per 1,000 people of combined neighborhood and community parks. These standards are Citywide goals and are not intended to be requirements for individual development projects. The Public Recreation Element of the City's General Plan also recognizes that the achievement of such goals is not the responsibility of individual development projects and that such goals will be met by "seek[ing] federal, state and private funds to implement acquisition and development of parks and recreational facilities."

The Proposed Project is located within a highly urbanized area within the Hollywood Community Plan area. As shown in Table III-27, there are approximately 4,408 acres of parkland and public recreation facilities within a 2-mile radius of the Project Site, including Griffith Park. These

Table III-27
Recreation and Park Facilities within the Project Area

Park Name	Park Size (acres)	Park Amenities	Approx. Distance to Project Site (miles)
1. Selma Park	0.22	Children's play area, benches, outdoor tables	0.03
2. Yucca Park and Yucca Community Center	0.97	Barbeque pits, basketball courts (lighted / outdoor), children's play area, handball courts (lighted), picnic tables, soccer field (lighted and unlighted), benches, synthetic field, computer lab.	0.31
3. De Longpre Park	1.37	Children's play area, benches	0.33
4. Las Palmas Senior Citizen Center	1.14	Auditorium, community room (capacity of 20 people), shuffle board court, stage.	0.41
5. Hollywood Recreation Center and Hollywood Pool	3.01	Auditorium, basketball courts (lighted / outdoor), children's play area, community room (capacity of 12 people), pool.	0.57
6. Dorothy & Benjamin Smith Park	0.49	Benches, sitting area.	0.64
7. Carlton Way Park	0.20	Children's play area, outdoor fitness equipment.	0.78
8. Runyon Canyon Park and Runyon Canyon Dog Park	131	Children's play area, hiking trail, off-leash dog area, tables, dog troughs within on-leash dog areas.	0.99
9. Seily Rodriguez Park (formerly Lexington Pocket Park)	0.17	Basketball Courts, children's play area, picnic tables, benches.	1.15
10. Poinsettia Recreation Center	6.29	Baseball diamond (lighted), basketball courts (lighted / indoor / outdoor), children's play area, handball courts (lighted), indoor gym (without weights), tennis court (lighted), outdoor fitness equipment, stage	1.32
11. Wattles Mansion and Wattles Gardens Park	47.6	Community garden, hiking trails, Japanese garden, mansion, stream / brook, tea house.	1.33
12. La Mirada Park	0.30	Outdoor fitness equipment, picnic tables.	1.51
13. Lemon Grove Recreation Center	3.60	Auditorium, barbecue pits, baseball diamond (lighted), basketball courts (lighted / outdoor), children's play area, picnic tables, batting cages, jogging path, kitchen, outdoor fitness equipment, stage, TV area	1.87
14. Burns Park	1.68	Children's play area, picnic tables.	1.91
15. Griffith Park [a]	4,210	Picnic tables, hiking trails, golf, camping grounds, soccer field, tennis courts, equestrian center, zoo, observatory	2.00
Total Parkland (Approximate):	**4,408.04**		

Notes:

[a] *Approximately 240 acres of Griffith Park falls within the 2-mile radius of the Project Site.*

Sources: Park amenities, distance from the Project Site, and size were determined using:

(1) City of Los Angeles Department of Recreation and Parks, Facility Locator, http://www.laparks.org/, accessed October 2016; and

(2) Navigate LA, http://navigatela.lacity.org/navigatela/, accessed October 2016.

facilities range from 0.17 acres (Seily Rodriguez Park) to 4,210 acres (Griffith Park). The nearby parks in relation to the Project Site are shown in Figure III-3, above. It is reasonable to assume that the hotel guests and retail visitors of the Proposed Project would utilize recreation and park facilities in the surrounding area, especially Selma Park, which is located immediately west of the Project Site across Selma Avenue. The Proposed Project would also provide approximately 8,313 square feet of common open space on the ground floor, 3rd level roof terrace, and 11th level roof terrace. Amenities proposed within the hotel common open space areas include landscaped areas and seating areas on the ground floor (approximately 3,775 square feet); a landscaped lounging area on the third floor roof terrace (approximately 1,471 square feet); and landscaped lounging areas, a pool, and a pool terrace on the eleventh floor (approximately 3,067 square feet, which does not account for the 432square-foot swimming pool). The outdoor areas may include water features, fire features, benches, and planters. With respect to the rehabilitated apartment units, the Proposed Project is subject to a tax of $200 per dwelling unit pursuant to LAMC Section 21.10.3(a)(1) (Dwelling Unit Construction Tax). This tax, payable to the Department of Building and Safety, shall be deposited into a "Park and Recreational Sites and Facilities Fund" to be used exclusively for the acquisition and development of park and recreational sites. In accordance with LAMC Section 21.10.3(a)(1), this tax may be offset or reduced based on the amount of on-site open space and recreational amenities provided on-site.[59] Therefore, under the City's mandatory Dwelling Unit Construction Tax, which is collected prior to a certificate of occupancy for residential land uses the Proposed Project's impact upon parks and recreational facilities would be reduced to a less-than-significant level.

As discussed in Checklist Question XIII (a), it is estimated that the development of the Proposed Project would result in 92 net new employees. Although the Proposed Project would rehabilitate the existing apartment building, the Proposed Project would result in no net change in the residential dwelling units available. Therefore, the Proposed Project's residential component would not cause an increase on local parks and recreational facilities. The Proposed Project would not directly result in new residents. Therefore, Project impacts with respect to parks and recreational facilities would be less than significant.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the 158 related projects could result in an increase in permanent residents residing in the greater Project area. Additional cumulative development would contribute to lowering the City's existing parkland to population ratio, which is currently below the preferred standard. However, each of the related projects that contain a residential component is required to comply with the payment of Quimby Fees (for subdivision projects with greater than 50 units) and/or park mitigation fees

[59] *Residential projects that are vested per Los Angeles Municipal Code Sections 12.24.T.2, 12.26.A.3, 12.32.Q, or 17.15 prior to the effective date of Ordinance 184,505 (January 11, 2017) will not be subject to the Park Fee. Vested entitlement projects will still be subject to applicable Recreation and Park Fee provisions that were effective on the vesting date of the entitlement.*

(for all other residential projects). Each related project that contains a residential component would also be required to comply with the on-site open space requirements of the LAMC. Therefore, the payment of the applicable recreation fees is on a project-by-project basis. The Proposed Project includes a commercial hotel building with restaurant uses. The Proposed Project would rehabilitate the existing 12-unit apartment building and therefore does not propose any residential uses that may directly generate permanent residents. The Proposed Project would not make a cumulatively considerable impact to parks and recreational facilities, and cumulative impacts would be less than significant.

(v) Other Public Facilities?

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve the Project Site. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on libraries shall be made considering the following factors: (a) the net population increase resulting from the project; (b) the demand for library services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to library services (renovation, expansion, addition or relocation) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for library services (e.g., on-site library facilities or direct financial support to the Los Angeles Public Library).

Within the City of Los Angeles, the Los Angeles Public Library (LAPL) provides library services at the Central Library and 72 regional branch libraries. Approximately 6.5 million books and other materials comprise the LAPL collection. As shown in Figure III-3, above, the LAPL branches currently serving the Project Site include:

- Frances Howard Goldwyn – Hollywood Regional Library, located at 1623 N. Ivar Avenue, approximately 0.3 mile east of the Project Site;
- Will & Ariel Durant Branch Library, located at 7140 W. Sunset Boulevard, approximately 0.8 west of the Project Site; and
- John C. Fremont Branch Library, located at 6121 Melrose Avenue, approximately 1.1 mile south of the Project Site.[60]

As discussed above, the Proposed Project includes the development of a commercial hotel building with restaurant uses. The Proposed Project would rehabilitate the existing 12-unit apartment building and therefore is not expected to directly generate a substantial increase in new permanent residents. Currently, there are no plans to construct any new library facilities in

[60] *City of Los Angeles Public Library, Hours and Locations, website: http://www.lapl.org/branches, accessed October 2016.*

the Project Site area. The nearest library, the Frances Howard Goldwyn – Hollywood Regional Library is anticipated to currently meet the library demands of the surrounding community and is anticipated to be able to meet the Proposed Project's minimal demand for library services. Therefore, the Proposed Project's impacts upon library services would be less than significant.

Cumulative Impacts

Less Than Significant Impact. Development of the related projects is projected to generate additional housing and residents within the study area, which would likely generate additional demands upon library services. This increase in resident population would result in a cumulative increase in demands upon public library services. To meet the increased demands upon the City's Public Library system, Los Angeles voters passed a Library Bond Issue for $178.3 million to improve, renovate, expand, and construct 32 branch libraries. Since the Program's inception in 1998, the Library Department and the Department of Public Works, Bureau of Engineering have made considerable progress in the design and construction of the branch library facilities. Based on the growth forecasts utilized in the 2015-2020 Strategic Plan, much of this growth has already been accounted for in planning new and expanded library facilities. Thus, the 92 employees and additional hotel guests and patrons generated by the Proposed Project would not make a cumulatively considerable impact upon the City's library system. Therefore, the cumulative impacts related to library facilities would be reduced to a less than significant level.

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?

Less Than Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the project would include substantial employment or population growth, which would 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. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the proposed project; (b) the demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

As discussed above, the Proposed Project includes the development of a commercial hotel building with restaurant uses. The Proposed Project would rehabilitate the existing 12-unit

apartment building and is not expected to directly generate a substantial increase in new permanent residents, which would directly increase the demand on local parks and recreation facilities. Nevertheless, future residents, hotel guests, and restaurant visitors of the Proposed Project way utilize recreation and park facilities in the surrounding area, especially Selma Park which is adjacent to the Project Site across Selma Avenue. As noted in Table III-27, above, there are 15 parks within the Project area totaling more than 4,408 acres that are available to serve the future residents, hotel guests, and retail visitors of the Project Site. The Proposed Project would provide approximately 8,745 square feet of common open space on the ground floor, third level roof terrace, and the eleventh floor roof terraces. Amenities proposed within the hotel common open space areas include landscaped areas and seating areas on the ground floor (approximately 3,775 square feet); a landscaped lounging area on the third floor roof terrace (approximately 1,471 square feet); and landscaped lounging areas, a pool, and a pool terrace on the tenth floor (approximately 3,067 square feet plus the a 432 square-foot swimming pool). Common open space areas would be attractively landscaped. The availability of these on-site recreation amenities and opportunities would serve to reduce the demand for off-site park services, and accordingly the Proposed Project would not substantially 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. Accordingly, the Proposed Project's impact upon parks and recreational facilities would be less than significant.

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?

Less Than Significant Impact. A significant impact may occur if a project includes or requires the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. As noted above, there are 15 parks within the Project area totaling more than 4,408 acres that are available to serve the hotel guests and restaurant visitors of the Project Site. The Proposed Project would provide approximately 8,745 square feet of common open space, which includes approximately 8,313 square feet of landscaped common areas throughout the ground floor, third level roof terrace, and the eleventh floor roof terraces, plus a 432 square-foot pool for hotel guests and patrons. The availability of these on-site recreation amenities and opportunities would serve to reduce the demand for off-site park services, and accordingly the Proposed Project would not substantially 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. In addition, as discussed in Section XIV (iv) above, Citywide park standards are Citywide goals and are not intended to be requirements for individual development projects. The Public Recreation Element of the City's General Plan also recognizes that the achievement of such goals is not the responsibility of individual development projects and that such goals will be met by "seek[ing] federal, state and private funds to implement acquisition and development of parks and recreational facilities." The Proposed Project would not include the expansion of park facilities and would not require the construction

or expansion of recreational facilities that might have an adverse impact on the environment. Moreover, the Proposed Project would rehabilitate the existing apartment units and does propose a net increase in dwelling units, which would not directly result in an increase of permanent residents. The Proposed Project would generate a small demand for local park and recreation facilities. Therefore, a less than significant impact would occur.

Cumulative Impacts

Less Than Significant Impact. Section 15355 of the State CEQA Guidelines defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Development of the Proposed Project, as a mixed-use hotel and commercial building, would not result in an increase in permanent residents to the Project Site. As discussed above, the Proposed Project would have a less than significant impact on recreational resources. The Proposed Project in combination with the 158 related projects would not be expected to increase the cumulative demand for parks and recreational facilities in the City of Los Angeles. Additionally, the related projects that include residential units would be required to pay recreation taxes and/or applicable Quimby fees to mitigate impacts upon park and recreational facilities and to provide additional funds to meet Citywide park goals. Furthermore, each related project would be subject to the provisions of the LAMC for providing on-site open space, which is proportionately based on the amount of new development. Because the Proposed Project would rehabilitate the on-site residential building, this is anticipated not to increase housing or directly increase the number of future residents. Additionally, the Proposed Project would develop a mixed-use project and would have a less than significant incremental contribution to the potential cumulative impact on recreational resources. The Proposed Project would have a less than significant cumulative impact on such resources.

XVI. TRANSPORTATION AND TRAFFIC

The following section summarizes and incorporates by reference the information provided in the *Transportation Impact Study for the Schrader Hotel, Hollywood California* ("Transportation Study"), prepared by Gibson Transportation Consulting, Inc., dated June 2017. The Transportation Study and LADOT's correspondence of approval dated June 21, 2017 are included as Appendix G of this IS/MND.

a) Would the project 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?

Less Than Significant With Mitigation Incorporated. The scope of analysis for the

Transportation Study was developed in consultation with the City of Los Angeles Department of Transportation ("LADOT"). The base assumptions and technical methodologies (i.e., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were outlined in a Memorandum of Understanding (MOU) dated March 21, 2017, which was reviewed and approved by LADOT. As part of the MOU, a review of the freeway impact analysis screening criteria on the California Department of Transportation (Caltrans) facilities (i.e., ramps and freeway segments) was prepared pursuant to the First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures (State of California and City of Los Angeles, December 15, 2015) ("Caltrans Agreement"). A copy of the signed MOU, which includes the Caltrans freeway screening analysis, is provided in Appendix A of the Transportation Study. As detailed in the MOU, the Project-related traffic on Caltrans freeway facilities would not exceed the thresholds of the Caltrans Agreement. Thus, no further Caltrans analyses were required. This Transportation Study analyzed the potential Project-generated transportation impacts on the street system in the vicinity of the Project Site as compared to Existing Conditions and projected Future Conditions at the time the Project is expected to be built and occupied (Year 2020). Potential intersection impacts were evaluated for typical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods. A total of 12 signalized study intersections in the vicinity of the Project Site were selected for detailed traffic analysis. The intersections are listed below. The Project study area and the location of study intersections are illustrated in Figure III-4, Study area and Study Intersections.

1. Highland Avenue & Hollywood Boulevard
2. Las Palmas Avenue & Hollywood Boulevard
3. Wilcox Avenue & Hollywood Boulevard
4. Cahuenga Avenue & Hollywood Boulevard
5. Highland Avenue & Selma Avenue
6. Cassil Place & Selma Avenue
7. Wilcox Avenue & Selma Avenue
8. Cahuenga Boulevard & Selma Avenue
9. Highland Avenue & Sunset Boulevard
10. Las Palmas Avenue & Sunset Boulevard
11. Wilcox Avenue & Sunset Boulevard
12. Cahuenga Boulevard & Sunset Boulevard

The unsignalized intersection of Schrader Boulevard & Selma Avenue was also selected for traffic signal warrant evaluation. This area is considered the transportation analysis study area. Consistent with Transportation Impact Study Guidelines (LADOT, December 2016), the Transportation Study analyzed the following: Existing (2017) traffic volumes, Existing (2017) with Project traffic volumes, Future (2020) Without Project traffic volumes, and Future (2020) With Project traffic volumes.

Methodology

Signalized Intersection Analysis Methodology

Intersection capacity has been analyzed using the "Critical Movement Analysis (CMA) – Planning" (Transportation Research Circular No. 212, Interim Materials on Highway Capacity, Transportation Research Board, 1980) methodology in accordance with Transportation Impact

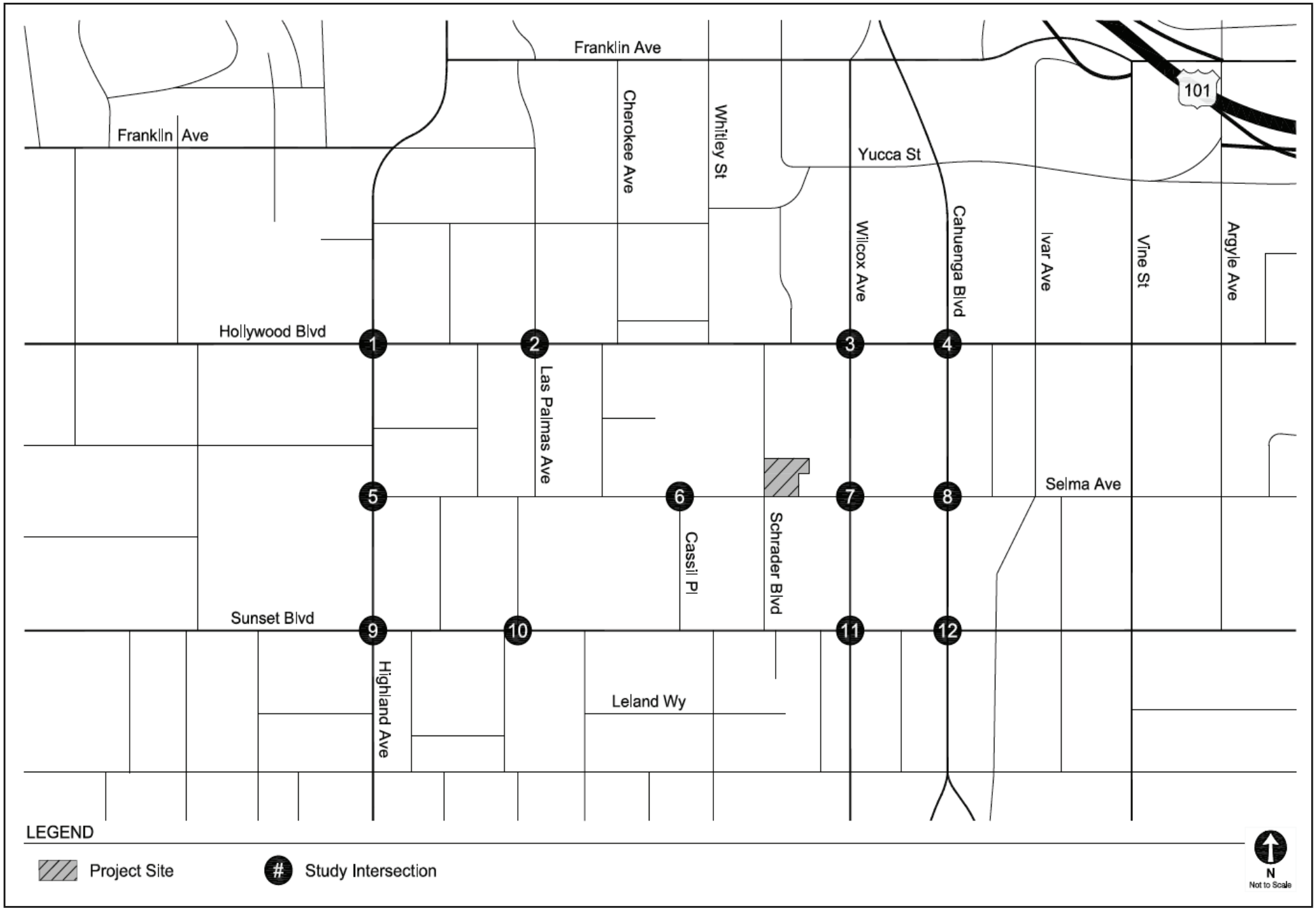
Study Guidelines. The CMA methodology was implemented using LADOT's Calcadb Lite spreadsheet application to analyze intersection-operating conditions. The methodology calculates the volume-to-capacity (V/C) ratio, which is used to determine the intersection Level of Service (LOS). It should be noted that, based on field observations, the CMA methodology does not in every case account for vehicular queues along corridors, pedestrian conflicts, etc. and, thus, the calculated average operating conditions may appear better than is observed. LOS worksheets for each scenario are provided in Appendix D of the Transportation Study.

The Automated Traffic Surveillance and Control (ATSAC) system represents an advanced system in computer control of traffic signals. It was first put into operation in June 1984 in the Coliseum area of the City to anticipate the expected increase in traffic due to the Summer Olympic Games, and has since been expanded to other parts of the City. The advantages of ATSAC-controlled traffic signals are substantial, including real-time adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by incidents, the ability to implement special purpose short-term

signal timing changes in response to incidents, and the ability to identify signal equipment malfunctions quickly. LADOT estimates that implementation of this system improves intersection capacity by an average of 7%.

In addition to ATSAC, the Adaptive Traffic Control System (ATCS) has been implemented in the City. ATCS is a computer-based traffic signal control program that provides fully responsive traffic signal control based on real-time traffic conditions. It automatically adjusts and optimizes traffic signal timing in response to current traffic demands on the entire signal network such that the number of stops and the amount of delay is minimized along with improved traffic signal coordination throughout the network. LADOT estimates that implementation of this system improves intersection capacity by an additional 3% over those operating under the ATSAC system alone.

Each of the signalized study intersections under LADOT jurisdiction is equipped with both ATSAC and ATCS. In accordance with standard LADOT procedures, a capacity increase of 10% (0.10 V/C adjustment) was applied to each intersection to reflect the benefits of ATSAC and ATCS control. The capacity increases are applied within the Calcadb Lite software and, therefore, are inherent in the analysis results.



Source: Gibson Transportation Consulting, Inc. June 2017.

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Figure III-4
Study Area and Study Intersections

Unsignalized Intersection Analysis Methodology

Based on Transportation Impact Study Guidelines, unsignalized intersections are evaluated to determine the need for the installation of a traffic signal. The unsignalized intersection was analyzed using 2010 Highway Capacity Manual (Transportation Research Board, 2010) (HCM) methodology to determine the overall intersection delay. The HCM methodology calculates the average delay, in seconds, of a vehicle passing through the intersection in any direction. The average delay is used to determine the intersection LOS according to the LOS definitions provided in Transportation Study.

Pursuant to Transportation Impact Study Guidelines, if, based on the estimated delay, the resultant LOS is E or F in the Future with Project Conditions, the intersection should be evaluated for the potential installation of a new traffic signal through a traffic signal warrant analysis. It should be noted that the determination that an unsignalized intersection meets the criteria of a traffic signal warrant does not in itself require the installation of a signal. Rather, the decision on whether a traffic signal should be installed is made by the governing jurisdictions taking into consideration other factors such as distance to adjacent signalized intersections and interruption to traffic flow along the major street.

Impact Criteria and Significant Thresholds

The significance of the potential impacts of Project generated traffic at the signalized study intersections was determined using criteria identified in Transportation Impact Study Guidelines. LADOT guidelines indicate that a project is considered to have a significant transportation impact on a signalized intersection if the increase in the V/C ratio attributable to the project exceeds a specific threshold depending on the final intersection LOS. LADOT has developed a sliding scale methodology in which the minimum allowable increase in the V/C ratio attributable to a project decreases as the V/C ratio of the intersection increases. Refer to Table III-28, Definition of Significant Impact at Intersection, below.

Table III-28
Definition of Significant Impact at Intersection

Intersection Conditions with Project Traffic		Significant Impact Threshold For Project-related Increase in Volume-to-Capacity (V/C) Ratio
Level of Service	Volume-to-Capacity (V/C)	
C	0.701–0.800	Equal to or greater than 0.04
D	0.801–0.900	Equal to or greater than 0.02
E, F	> 0.900	Equal to or greater than 0.01

Source: City of Los Angeles.

The relative impact of the added traffic volumes to be generated by the Proposed Project was evaluated based on analysis of existing and future operating conditions at the study

intersections, with and without the Proposed Project. An intersection operating at LOS A or B after the addition of Project traffic would not be significantly impacted, regardless of the volume of traffic added to that intersection by the Proposed Project or the incremental change to V/C ratio.

Additional Traffic Analyses

Congestion Management Program

An analysis also was conducted according to 2010 Los Angeles County Congestion Management Program (Metro, 2010) (CMP) guidelines. The CMP is a State-mandated program that serves as the monitoring and analytical basis for transportation funding decisions in the County made through the Regional Transportation Improvement Program and State Transportation Improvement Program processes. The CMP requires that a Traffic Impact Analysis (TIA) be performed (1) for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the morning or afternoon weekday peak hours; and (2) all mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the morning or afternoon weekday peak hours. In addition, it requires a review of potential impacts to the regional transit system. The required CMP analyses were performed in accordance with the TIA guidelines referenced in the CMP.

Caltrans

Caltrans facilities were evaluated according to the requirements of the Caltrans Agreement, which identifies a series of screening criteria that, if any are met by the Project, require a more detailed analysis of Caltrans facilities. Although the Project-related increases on the freeway segments and off-ramps do not meet the screening criteria, as detailed in the approved MOU provided in Appendix A of the Transportation Study, further Caltrans analysis was conducted for informational purposes based on the HCM methodology, as detailed in Guide for the Preparation of Traffic Impact Studies (Caltrans, December 2002).

State of California Senate Bill No. 743

Senate Bill 743 (Steinberg, 2013) (SB 743), made effective in January 2014, requires the Governor's Office of Planning and Research to change the California Environmental Quality Act (CEQA) guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis will shift from driver delay to vehicle miles traveled (VMT), reduction of greenhouse gas emissions (GHG), and creation of multimodal networks and promotion of mixed use developments. Although originally scheduled to be fully implemented in the CEQA guidelines by January 1, 2016, an extension has allowed cities more time to establish an analysis methodology. The City is currently in the process of updating its travel demand model and transportation impact thresholds based on vehicle miles traveled (VMT). To better align with the State's multimodal transportation and environmental action goals, Caltrans is also pursuing

VMT as a metric of Project impacts, which is outlined in Local Development – Intergovernmental Review Program Interim Guide (Caltrans, Approved September 2016).

The Proposed Project characteristics (e.g., its location, proximity to transit, access to other nearby destinations, pedestrian connections, bicycle amenities, etc.) would encourage non-automobile modes of transportation such as walking, bicycling, carpool, vanpool, transit, etc. Further, the Proposed Project is within 0.5 miles of the Metro Red Line Hollywood/Vine station and, therefore, more patrons of the Proposed Project and other institutions in the area would utilize transit, which would reduce the number of single occupant vehicles traveling to/from the Project Site. The Proposed Project would, therefore, reduce vehicle trips and encourage walking, public transit ridership and bicycle travel, which results in corresponding reductions in VMT, air quality emissions and transportation-related GHG emissions.

Access to on-site uses would be provided from existing pedestrian pathways, as well as adequate bicycle parking. Streets within 0.5 miles of the Project Site are equipped with sidewalks and intersections that include marked crosswalks and/or countdown signal timers. The combined effects of these factors would reduce the Proposed Project's anticipated vehicle trips and VMTs and encourage walking and non-automobile forms of transportation, which results in corresponding reductions in transportation-related emissions. At this time, the transportation analysis herein is pursuant to adopted rules and policies, while recognizing the benefits of transit-oriented development and the context of reduced VMT goals.

Additional Review and Analysis

In addition to the various intersection analyses and the CMP analysis discussed above, this Transportation Study includes a review of various other features and conditions related to the Proposed Project. These include a review of Project access and circulation, parking requirements and proposed supply, and an analysis of potential transportation impacts associated with the Proposed Project's construction.

Existing (2017) Study Area

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the Project study area. The Existing Conditions analysis includes an assessment of the existing freeway and street systems, an analysis of traffic volumes and current operating conditions, and an assessment of the existing public transit service, as well as pedestrian and bicycle circulation in 2017.

Existing Street System

The Project Site's study area, includes a geographic area that is generally bounded by Hollywood Boulevard to the north, Cahuenga Boulevard to the east, Sunset Boulevard to the south, and Highland Avenue to the west. Primary regional access to the Project Site is provided by US-101. The major arterials providing regional and sub-regional access to the transportation

analysis study area include Cahuenga Boulevard, Hollywood Boulevard, and Sunset Boulevard. Brief descriptions of the major roadways in the Transportation Study, including their classification under the Mobility Plan is provided on page 17 of the Transportation Study.

Existing Transit System

The Project Site area is served by bus lines operated by Metro and LADOT DASH. Such lines include Metro Local lines 2, 210, 212, 217, 222, 237, and 656; Metro Limited lines 302 and 312; Metro Rapid 780; and LADOT line DASH Hollywood. In addition to the bus lines that provide service within the Project Site vicinity, the Metro Red Line subway operates in the study area. The Metro Red Line runs between North Hollywood and downtown Los Angeles, connecting with the Metro Orange Line in North Hollywood, the Metro Purple Line at Wilshire Boulevard, the Metro Blue Line and Metro Expo Line in downtown Los Angeles, and the Metro Gold Line at Union Station. In the Project vicinity, the Metro Red Line has a station at Hollywood Boulevard & Vine Street, less than 0.5 miles from the Project Site.

Bicycle and Pedestrian Network

Based on the 2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element (Los Angeles Department of City Planning, 2010) (the 2010 Bicycle Plan), the existing bicycle system in the study area consists of a limited coverage of bicycle lanes (Class II) and bicycle routes (Class III). Bicycle routes are preferably located on collector and lower volume arterial streets. Bicycle facilities are provided along corridors within the study area. Class II Bicycle Lanes include: Highland Avenue, Cahuenga Boulevard, Hollywood Boulevard, and Sunset Boulevard. Class III Bicycle Routes include Selma Avenue.

The walkability of existing facilities is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile; these attributes are quantified by WalkScore.com and assigned a score out of 100 points. With the various commercial businesses and cultural facilities adjacent to residential neighborhoods of the Hollywood district, the walkability of the Project Site is approximately 98 points; this compares to the citywide score of 92 points.

Existing (2017) Traffic Volumes and Levels of Service

Intersection turning movement counts were conducted at the 12 study intersections during the weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods in May 2015, May 2016 and March 2017 in accordance with LADOT guidelines. Counts taken in 2015 and 2016 were grown by 1% per year to reflect Existing Year 2017 Conditions. Local schools were in session when all traffic counts were conducted and weather conditions were typical. The existing intersection peak hour traffic volumes are illustrated in Figure III-5, Existing Conditions (2017) Peak Hour Traffic Volumes.

Table III-29 summarizes the weekday morning and afternoon peak hour LOS results for each of the signalized study intersections under Existing Conditions, accounting for the 10% capacity increase to reflect ATSAC and ATCS control. Based on observations of existing intersection operations, it is recognized that the CMA methodology for individual intersections along major arterials does not in every case account for vehicular queues, pedestrian conflicts, etc. Thus, the calculated average operating conditions may appear better than is observed.

Table III-29
Existing Conditions (Year 2017) – Signalized Intersection Level of Service

No.	Intersection	Peak Hour	V/C Ratio	LOS
1.	Highland Avenue & Hollywood Boulevard	AM	0.810	F*
		PM	0.618	F*
2.	Las Palmas Avenue & Hollywood Boulevard	AM	0.402	A
		PM	0.493	A
3.	Wilcox Avenue & Hollywood Boulevard	AM	0.748	C
		PM	0.530	A
4.	Cahuenga Boulevard & Hollywood Boulevard	AM	0.793	F*
		PM	0.594	F*
5.	Highland Avenue & Selma Avenue	AM	0.431	A
		PM	0.329	A
6.	Cassil Place & Selma Avenue	AM	0.201	A
		PM	0.349	A
7.	Wilcox Avenue & Selma Avenue	AM	0.319	A
		PM	0.424	A
8.	Cahuenga Boulevard & Selma Avenue	AM	0.410	A
		PM	0.389	A
9.	Highland Avenue & Sunset Boulevard	AM	0.864	F*
		PM	0.729	F*
10.	Las Palmas Avenue & Sunset Boulevard	AM	0.467	A
		PM	0.582	A
11.	Wilcox Avenue & Sunset Boulevard	AM	0.530	A
		PM	0.552	A
12.	Cahuenga Boulevard & Sunset Boulevard	AM	0.793	F*
		PM	0.652	F*

** LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.*

Source: Gibson Transportation Consulting, Inc., Transportation Impact Study for the Schrader Hotel, Hollywood, California, June 2017.

To provide a more conservative analysis, observations of actual operating conditions were performed at 4 of the 12 signalized study intersections, and the LOS presented in Table III-29 reflect observed conditions and provide a worst-case analysis of Project impacts at these intersections. Table III-29 indicates that eight of the 12 signalized study intersections currently

operate at LOS D or better during both the morning and afternoon peak hours. The remaining four intersections operate at LOS F during both the morning and afternoon peak hours.

Future (2020) Without Project Conditions

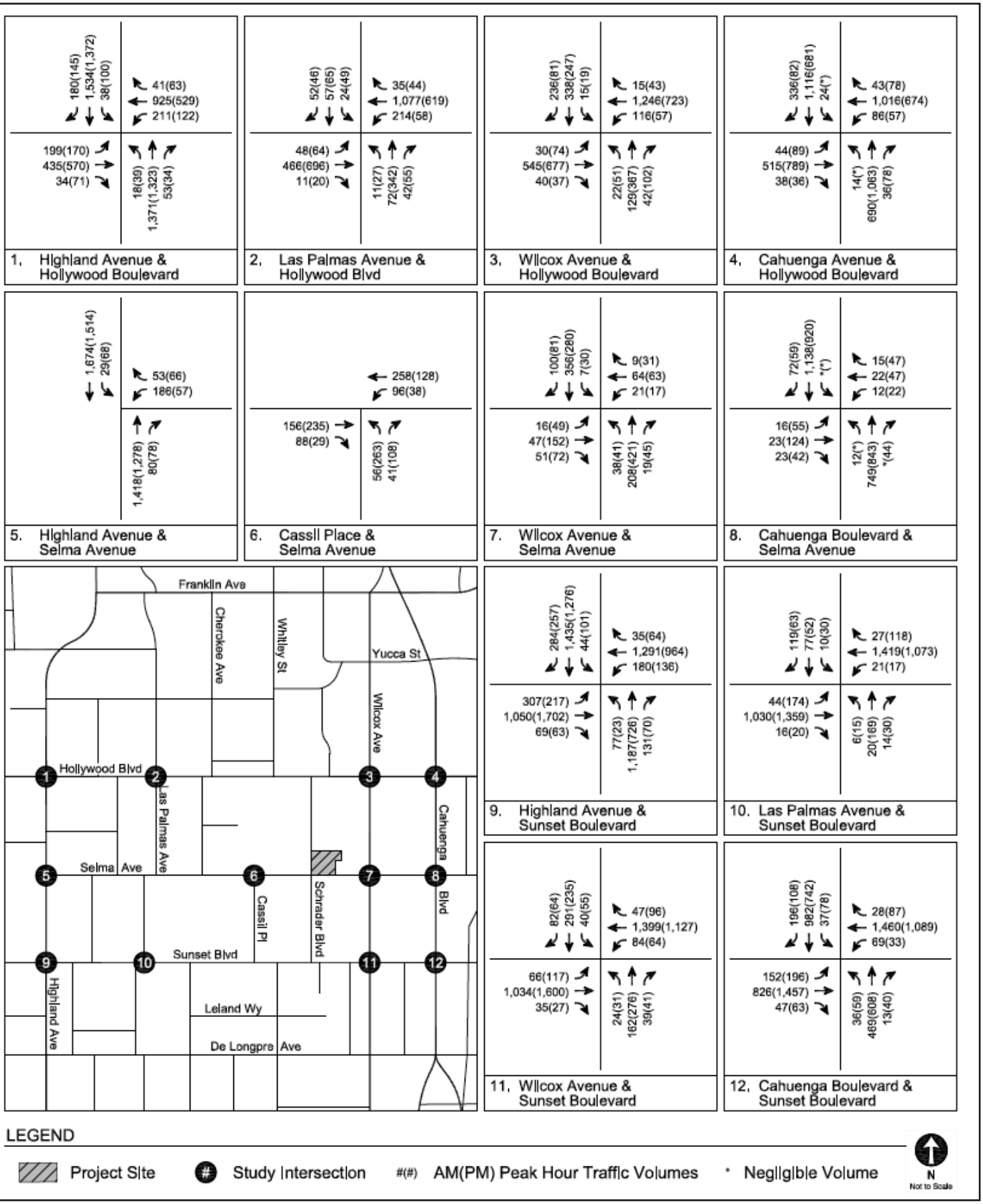
Estimates of future traffic conditions both with and without the Proposed Project, representing cumulative conditions, were developed to evaluate the potential impacts of the Proposed Project on the local street system. This discussion details the assumptions used to develop the Future without Project Conditions in Year 2020, which corresponds to the Proposed Project buildout year.

The existing traffic volumes were factored by an annual ambient growth rate of 1% per year to approximate regional growth and development in accordance with LADOT guidelines. In addition to the ambient growth, for purposes of providing a conservative analysis of potential cumulative transportation impacts, the traffic generated by related projects was also added to estimate the Future without Project traffic conditions.

Related Projects

In accordance with CEQA Guidelines, the Transportation Study also considers the effects of the Proposed Project in relation to the related projects, listed in Table II-5 and depicted in Figure II-17 of the Project Description section. Though the buildout years of many of these related projects are uncertain and may be well beyond the buildout year of the Proposed Project, and notwithstanding that some may never be approved or developed, they were all considered as part of the Transportation Study and conservatively assumed to be completed by the Proposed Project buildout year 2020.

For example, the Paramount Pictures Studios Master Plan and the NBC Universal Evolution Plan were included; however, they have anticipated buildout years of 2038 and 2030, respectively, and substantial construction will not likely begin nor be completed by the year 2020 buildout year of the Project. Therefore, the traffic growth due to the development of related projects considered in this analysis is highly conservative and, by itself, substantially overestimates the actual traffic volume growth in the Hollywood area that would likely occur in the next four years prior to Project buildout. With the addition of the 1% per year ambient growth factor previously discussed, the Future without Project cumulative condition is even more conservative.



Source: Gibson Transportation Consulting, Inc. June 2017.

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Figure III-5
Existing Conditions (2017) Peak Hour Traffic Volumes

Using these conservative assumptions, the potential transportation impacts of the Proposed Project were evaluated within the context of the worst-case cumulative impact of all prospective development. The development of estimated traffic volumes added to the study area as a result of Related Projects involves the use of a three-step process: trip generation, trip distribution, and trip assignment.

Trip Generation

Trip generation estimates for the related projects were provided by LADOT or were calculated using a combination of previous study findings and the trip generation rates contained in Trip Generation, 9th Edition (Institute of Transportation Engineers, 2012). Table 6 of the Transportation Study summarizes the related project trip generation for typical weekdays, including daily trips, morning peak hour trips, and afternoon peak hour trips. These projections are very conservative in that they do not in every case account for either the trips generated by the existing uses to be removed or the likely use of other travel modes (transit, bicycle, walk, etc.) Further, they do not account for the internal capture trips within a multi-use development, nor the interaction of trips between multiple related projects within the Hollywood area, in which one related project serves as the origin for a trip destined for another related project.

Trip Distribution

The geographic distribution of the traffic generated by the related projects is dependent on several factors. These include the type and density of the proposed land uses, the geographic distribution of the population from which the employees/residents and potential patrons of the proposed developments are drawn, and the location of these projects in relation to the surrounding street system. These factors are considered along with logical travel routes through the street system to develop a reasonable pattern of trip distribution.

Trip Assignment

The trip generation estimates for the related projects were assigned to the local street system using the trip distribution pattern described above. Figure III-6 shows the peak hour traffic volumes associated with these related projects at the study intersections. These volumes were then added to the existing traffic volumes after adjustment for ambient growth through the projected buildout year of 2020. As discussed above, this is a conservative approach as many of the related projects may already be reflected in the ambient growth rate. These volumes represent the Future without Project Conditions (i.e., existing traffic volumes added to ambient traffic growth and Related Project traffic growth) and are shown in Figure III-7 for the 12 study intersections.

Future Improvements

Future Roadway Improvements

The analysis of future conditions accounted for roadway improvements that were funded and reasonably expected to be implemented prior to the buildout of the Proposed Project. These roadway improvements result in changes to the physical configuration at the study intersections. Other proposed traffic/trip reduction strategies such as the proposed creation of a Hollywood Transportation Management Organization (TMO) and Transportation Demand Management (TDM) programs for individual buildings and developments were conservatively omitted from the Future Conditions analysis. There are no roadway improvements within the study area that were included in the Future Conditions analysis.

Future Bicycle System

As proposed in the 2010 Bicycle Plan and Mobility Plan, the bicycle system in the study area will be expanded to create a more integrated network. The three components of the bicycle network designated include the Backbone, Neighborhood Network, and Green Network. Class II bicycle lanes will be added to high volume corridors to form the Backbone of the network, while in-road bikeways in lower volume and collector streets will form the Neighborhood Network through the implementation of Class II bicycle routes and bicycle-friendly streets. The Green Network consists of dedicated bicycle paths that connect the City's open spaces. The following bicycle facilities are proposed within the study area in the 2010 Bicycle Plan.

- Bicycle Lanes: Highland Avenue, Cahuenga Boulevard, Hollywood Boulevard, and Sunset Boulevard.
- Bicycle Routes/Bicycle-Friendly Streets: Selma Avenue and McCadden Place.

None of these proposed bicycle facilities are definitively scheduled for implementation and, therefore, they are not assumed in the future analysis. As detailed in the Mobility Plan, the Bicycle Enhanced Network designates Hollywood Boulevard for protected bicycle lanes. The Bicycle Lane Network would include priority planned bicycle lanes on Highland Avenue, Cahuenga Boulevard north of Hollywood Boulevard, and Sunset Boulevard. Similar to the 2010 Bicycle Plan, these improvements have not been definitively scheduled for implementation and were, therefore, not assumed in the future analysis.

Future Without Project Intersection Level of Service

Table III-30, below, summarizes the weekday morning and afternoon peak hour LOS results for each of the signalized study intersections under Future without Project Conditions. Table III-30 indicates that 8 of the 12 signalized study intersections are projected to operate at LOS D or better during both the weekday morning and afternoon peak hours. The remaining four intersections would operate at LOS F during both the morning and afternoon peak hours.

Project Impacts

The Proposed Project proposes the construction of a 198-room hotel, with approximately 2,400 square feet of bar/lounge space and 3,600 square feet of restaurant space. The existing 12-unit apartment would be maintained as part of the Proposed Project. Parking would be provided within a subterranean parking garage with vehicular access via Selma Avenue.

Project Trip Generation

The number of trips expected to be generated by the Proposed Project was estimated using rates published for apartments, hotel, drinking place, and quality restaurant in Trip Generation, 9th Edition. These rates are based on surveys of similar land uses at sites around the country and provided as both daily, morning and afternoon peak hour rates. They relate the number of vehicle trips traveling to and from the Project Site to the size of development of each land use.

Table III-30
Future Without Project Conditions (Year 2020) – Signalized Intersection Level of Service

No.	Intersection	Peak Hour	V/C Ratio	LOS
1.	Highland Ave & Hollywood Blvd	AM	0.949	F*
		PM	0.937	F*
2.	Las Palmas Ave & Hollywood Blvd	AM	0.507	A
		PM	0.653	B
3.	Wilcox Ave & Hollywood Blvd	AM	0.853	D
		PM	0.703	C
4.	Cahuenga Blvd & Hollywood Blvd	AM	0.946	F*
		PM	0.783	F*
5.	Highland Ave & Selma Ave	AM	0.603	B
		PM	0.583	A
6.	Cassil Pl & Selma Ave	AM	0.272	A
		PM	0.433	A
7.	Wilcox Ave & Selma Ave	AM	0.436	A
		PM	0.560	A
8.	Cahuenga Blvd & Selma Ave	AM	0.584	A
		PM	0.607	B
9.	Highland Ave & Sunset Blvd	AM	1.075	F*
		PM	0.994	F*
10.	Las Palmas Ave & Sunset Blvd	AM	0.563	A
		PM	0.712	C
11.	Wilcox Ave & Sunset Blvd	AM	0.624	B
		PM	0.660	B
12.	Cahuenga Blvd & Sunset Blvd	AM	0.929	F*
		PM	0.827	F*

** LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.*
Source: Gibson Transportation Consulting, Inc., Transportation Impact Study for the Schrader Hotel, Hollywood, California, June 2017.

Appropriate trip generation reductions to account for public transit usage, trips shared between the different uses within the Proposed Project, and pass-by trips were made in consultation with LADOT. A 10% transit/walk-in adjustment was applied to the Proposed Project in accordance with Transportation Impact Study Guidelines to account for transit usage and walking arrivals. A 20% internal capture adjustment was considered as part of the bar/lounge and restaurant trip generation estimates to account for person trips made between the different uses of the Proposed Project without using an off-site road system. A 10% adjustment was also applied (as allowed by Transportation Impact Study Guidelines) to the restaurant trip generation estimates to account for pass-by trips, which are Project trips made by drivers passing on an adjacent roadway and stopping on the way from an origin to another destination. The pass-by trips are not new trips to the study area.

After accounting for the adjustments above and the removal of the existing uses, the Proposed Project is anticipated to generate 1,666 net new daily trips, including 98 net new morning peak hour trips (58 inbound, 40 outbound) and 143 net new afternoon peak hour trips (80 inbound, 63 outbound), as summarized in Table III-31, below.

Project Trip Distribution

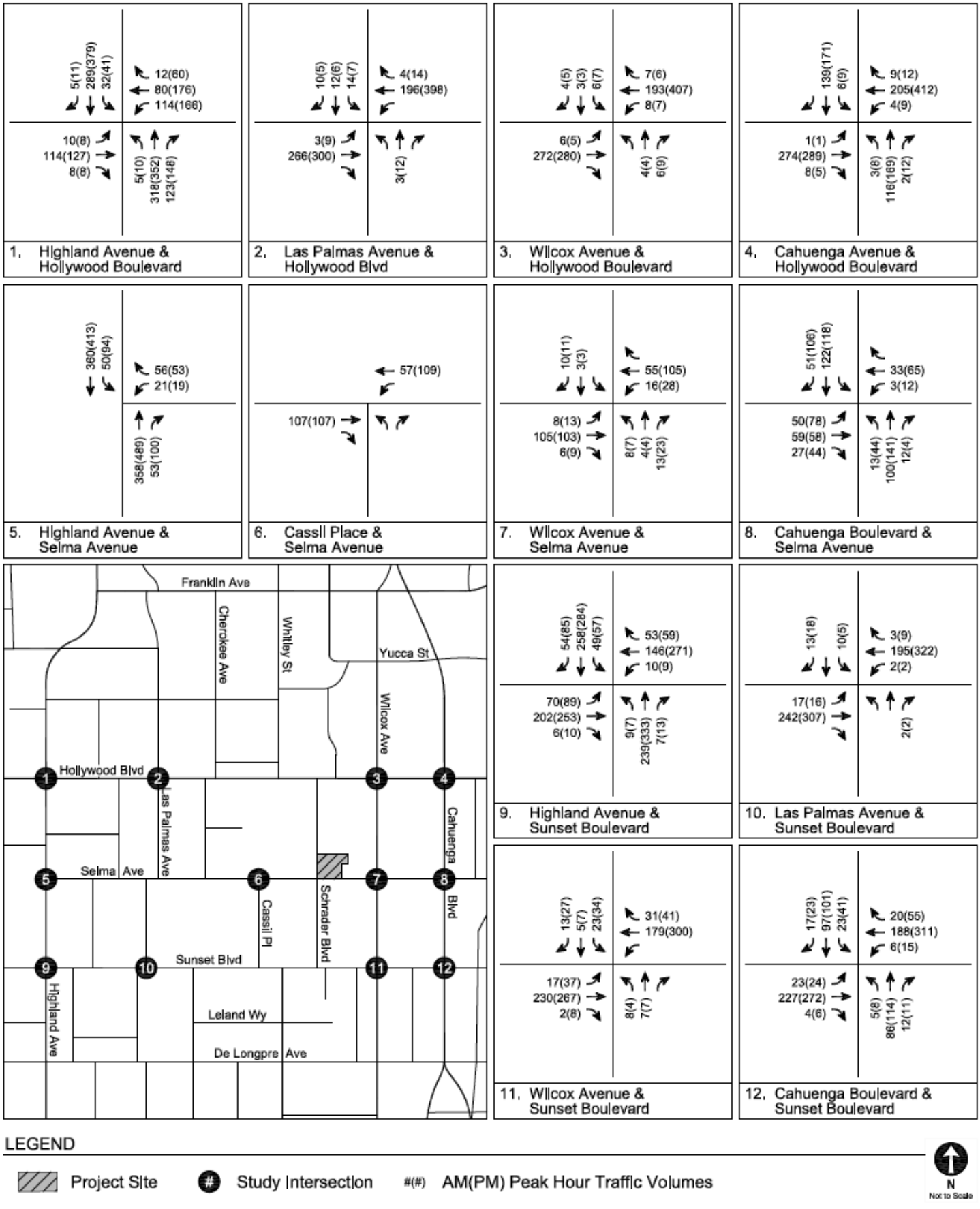
Similar to the trip distribution of traffic for the related projects, the geographic distribution of trips generated by the Proposed Project is dependent on the location of employment and commercial centers from which residents and patrons of the Proposed Project would be drawn, characteristics of the street system serving the Project Site, and the level of accessibility of the routes to and from the Project Site, existing intersection traffic volumes, the Proposed Project ingress/egress availability based on the proposed site access and circulation scheme, the location of the proposed driveways, as well as input from LADOT staff.

The intersection-level trip distribution pattern for the Proposed Project is shown in Figure 8 of the Transportation Study. Generally, the regional pattern is as follows:

- 25% to/from the north (US 101 Northbound, Highland Avenue, Cahuenga Boulevard)
- 20% to/from the south (US 101 Southbound, Highland Avenue, Cahuenga Boulevard)
- 35% to/from the east (Hollywood Boulevard, Sunset Boulevard)
- 20% to/from the west (Hollywood Boulevard, Sunset Boulevard)

Project Trip Assignment

The Proposed Project trip generation estimates summarized in Table III-31 and the trip distribution patterns shown in Figure 8 of the Transportation Study were used to assign the Project-generated traffic through the study intersections. Figure III-8 illustrates the Project-only traffic volumes at the study intersections during typical weekday morning and afternoon peak hours.



Source: Gibson Transportation Consulting, Inc. June 2017.

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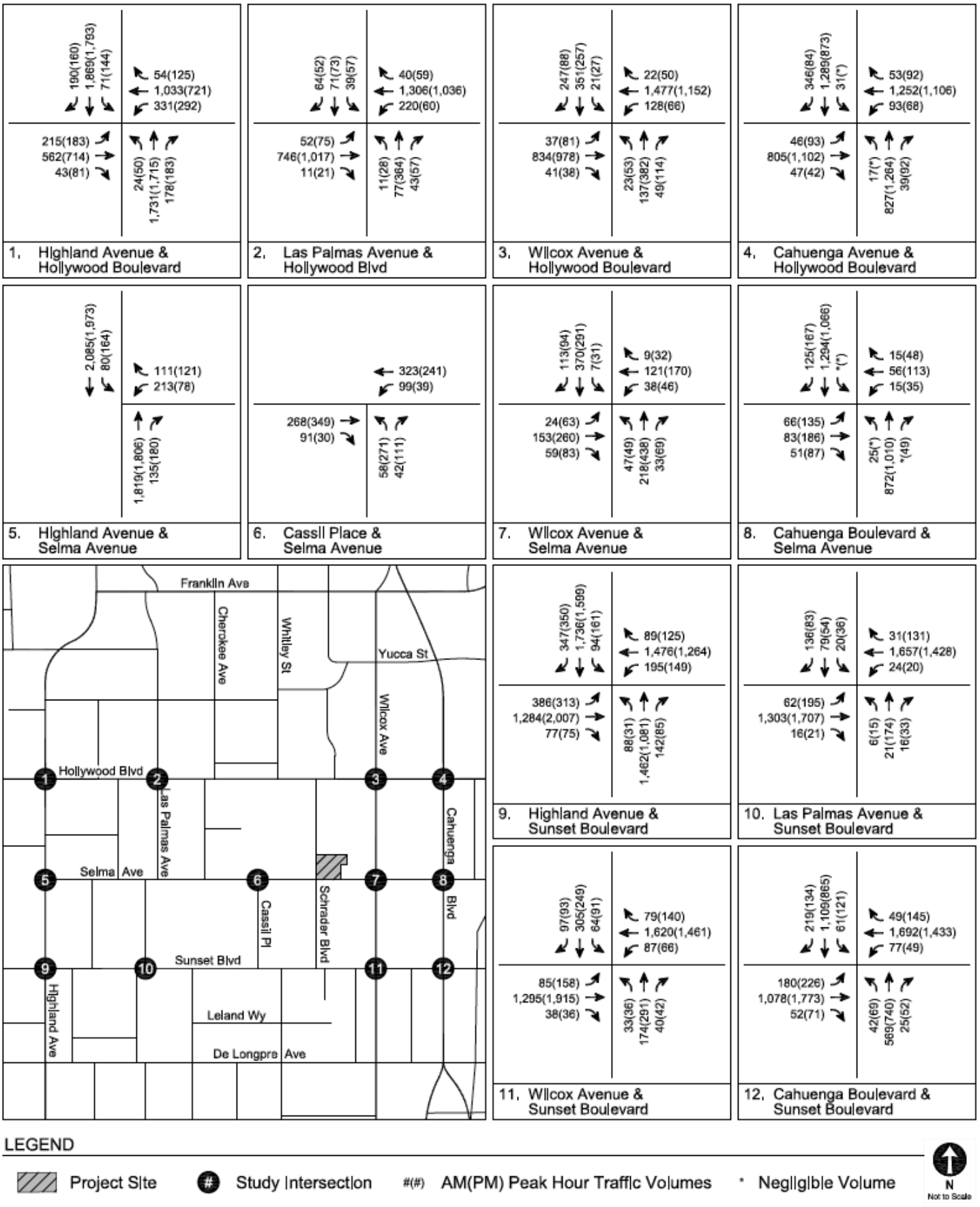
Figure III-6
Related Projects Only Peak Hour Traffic Volumes



Source: Gibson Transportation Consulting, Inc. June 2017.

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Figure III-7
Future Without Project Conditions (Year 2020) Peak Hour Traffic Volumes

Table III-31
Project Trip Generation Summary

Description	Size	Average Weekday	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation Rates [a]								
Land Use (Land Use Code)								
Apartment (220)	per ksf	6.65	20%	80%	0.51	65%	35%	0.62
Hotel (310)	per room	7.17	59%	41%	0.53	51%	49%	0.60
Drinking Place (925)	per ksf	N/A	N/A	N/A	N/A	66%	34%	11.34
Quality Restaurant (931) [f]	per ksf	89.95	55%	45%	0.81	67%	33%	7.49
Proposed Project								
Apartment	12 du	80	1	5	6	5	2	7
Less 10% Transit/Walk-In [b]		(8)	(0)	(1)	(1)	(1)	(0)	(1)
Apartment Subtotal		***72***	***1***	***4***	***5***	***4***	***2***	***6***
Hotel [c]	198 room	1,618	62	43	105	61	58	119
Less 10% Transit/Walk-In [b]		(162)	(6)	(4)	(10)	(6)	(6)	(12)
Hotel Subtotal		***1,456***	***56***	***39***	***95***	***55***	***52***	***107***
Bar/Lounge	2.379 ksf	N/A	N/A	N/A	N/A	18	9	27
Less 20% Internal Capture [d]		N/A	N/A	N/A	N/A	(4)	(2)	(6)
Less 10% Transit/Walk-In [b]		N/A	N/A	N/A	N/A	(1)	(1)	(2)
Bar/Lounge Subtotal		***N/A***	***N/A***	***N/A***	***N/A***	*13*	*6*	*19*
Restaurant	3.6 ksf	324	2	1	3	18	9	27
Less 20% Internal Capture [d]		(65)	0	0	0	(4)	(2)	(6)
Less 10% Transit/Walk-In [b]		(26)	0	0	0	(1)	(1)	(2)
Less 10% Pass-By [e]		(23)	0	0	0	(1)	(1)	(2)
Restaurant Subtotal		***210***	***2***	***1***	***3***	***12***	***5***	***17***
TOTAL Proposed Project Trips		**1,738**	**59**	**44**	**103**	**84**	**65**	**149**
Existing Uses								
Apartment	12 du	80	1	5	6	5	2	7
Less 10% Transit/Walk-In [b]		(8)	(0)	(1)	(1)	(1)	(0)	(1)
Residential Subtotal		***72***	***1***	***4***	***5***	***4***	***2***	***6***
Total Existing Uses		**72**	**1**	**4**	**5**	**4**	**2**	**6**
NET New Project Trips		**1,666**	**58**	**10**	**98**	**80**	**63**	**143**

Notes:

du = dwelling unit; ksf = thousands of square feet of gross floor area

[a] *Source: Trip Generation, 9th Edition, Institute of Transportation Engineers, 2012.*

[b] *A 10% reduction was applied to account for Project trips made via transit and walking from the nearby Metro Red Line Hollywood/Highland and Hollywood/Vine Stations, per Transportation Impact Study Guidelines (LADOT, December 2016).*

[c] *Hotel trip rates includes ancillary conference/meeting rooms, a lobby lounge and bar, rooftop bar and lounge, guest amenities, as well as retail and restaurant space. However, the restaurant uses within the hotel were considered separately to provide a conservative analysis.*

[d] *Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system (e.g., hotel guests visiting restaurant uses).*

[e] *Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to primary trip destination without route diversion.*

[f] *In the absence of morning peak hour inbound/outbound splits in Trip Generation, 9th Edition, the inbound/outbound splits for High-Turnover Restaurant uses (ITE Land Use 934) were utilized.*

Source: Gibson Transportation Consulting, Inc., Transportation Impact Study for the Schrader Hotel, Hollywood, California, June 2017.

Existing With Project Conditions (Year 2017)

The Project-only morning and afternoon peak hour traffic volumes shown in Figure III-8 were added to the existing morning and afternoon peak hour traffic volumes shown in Figure III-5, Existing Conditions (Year 2017) Peak Hour Traffic Volumes. The resulting volumes are illustrated in Figure III-9 and represent Existing with Project Conditions after development of the Project under Existing Conditions.

Table III-31 summarizes the results of the Existing with Project Conditions during the weekday morning and afternoon peak hours for the 12 signalized study intersections. As shown in Table III-32, 8 of the 12 signalized study intersections are anticipated to continue to operate at LOS D or better during both the morning and afternoon peak hours under Existing with Project Conditions. The remaining four intersections are anticipated to continue to operate at LOS F during both the morning and afternoon peak hours.

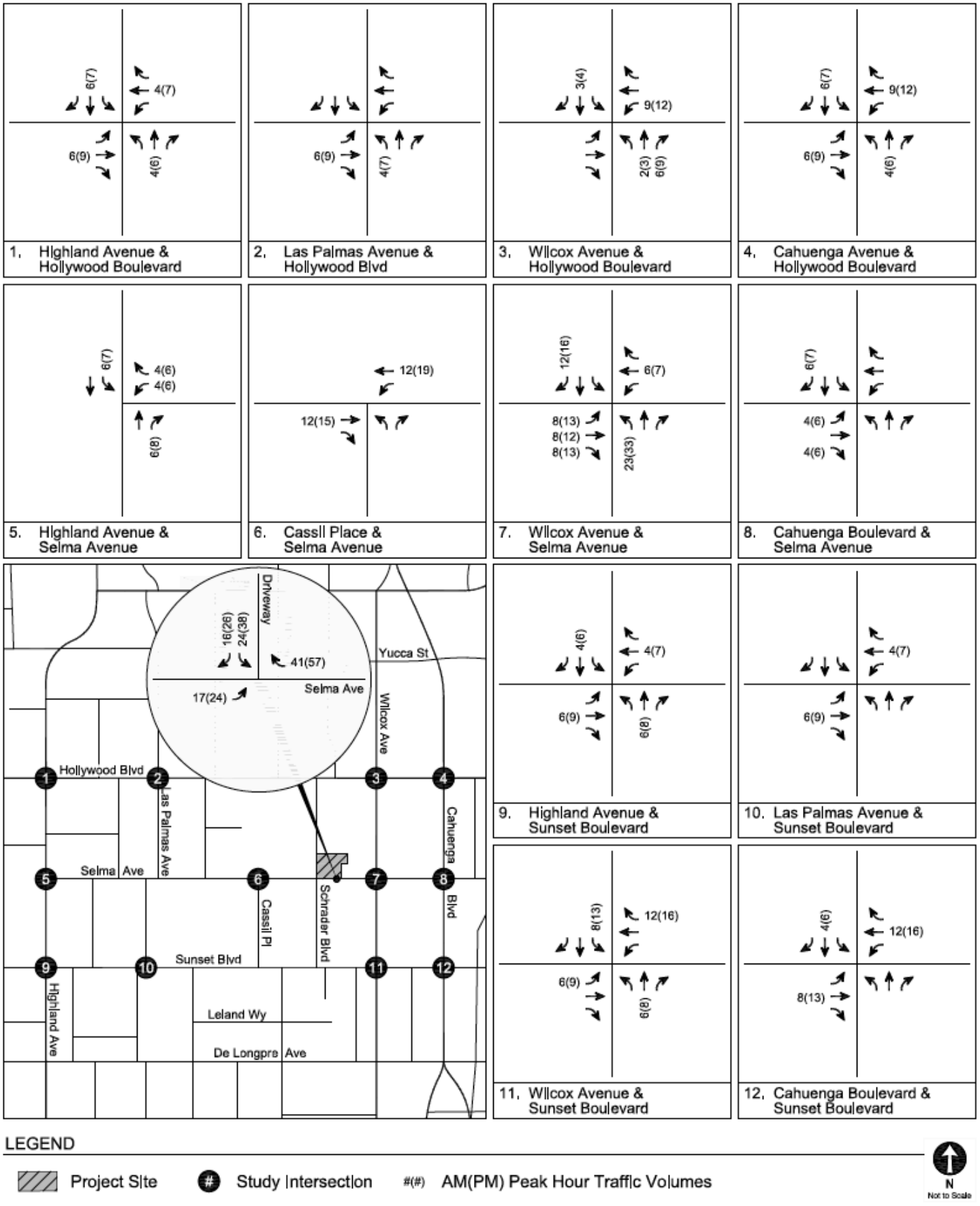
As shown in Table III-32, when measuring the Existing with Project Conditions against Existing Conditions, the incremental increases in the V/C ratios resulting from Project traffic do not exceed the thresholds of the LADOT significant impact criteria described above at any of the 12 study intersections. Thus, none of the study intersections would be significantly impacted by Project traffic during the morning or afternoon peak hours under Existing with Project Conditions. Therefore, no mitigation is required, and impacts would be less than significant.

Future (2020) with Project Conditions

The Project-only morning and afternoon peak hour traffic volumes shown in Figure III-8 were added to the Future without Project morning and afternoon peak hour traffic volumes shown in Figure III-7. The resulting volumes are illustrated in Figure III-10 and represent Future with Project Conditions after development of the Project in the year 2020.

Table III-33 summarizes the results of the Future with Project Conditions during the weekday morning and afternoon peak hours for the 12 signalized study intersections. As shown in Table III-33, 8 of the 12 signalized study intersections are anticipated to continue to operate at LOS D or better during both the morning and afternoon peak hours under Future with Project Conditions. The remaining four intersections are anticipated to continue to operate at LOS F during both the morning and afternoon peak hours.

As shown in Table III-33, when measuring the Future with Project Conditions against Future without Project Conditions, the incremental increases in the V/C ratios resulting from Project traffic do not exceed the thresholds of the LADOT significant impact criteria at any of the 12 study intersections. Thus, none of the study intersections would be significantly impacted by Project traffic during the morning or afternoon peak hours under Future with Project Conditions. Therefore, no mitigation is required, and traffic impacts would be less than significant.



Source: Gibson Transportation Consulting, Inc. June 2017.

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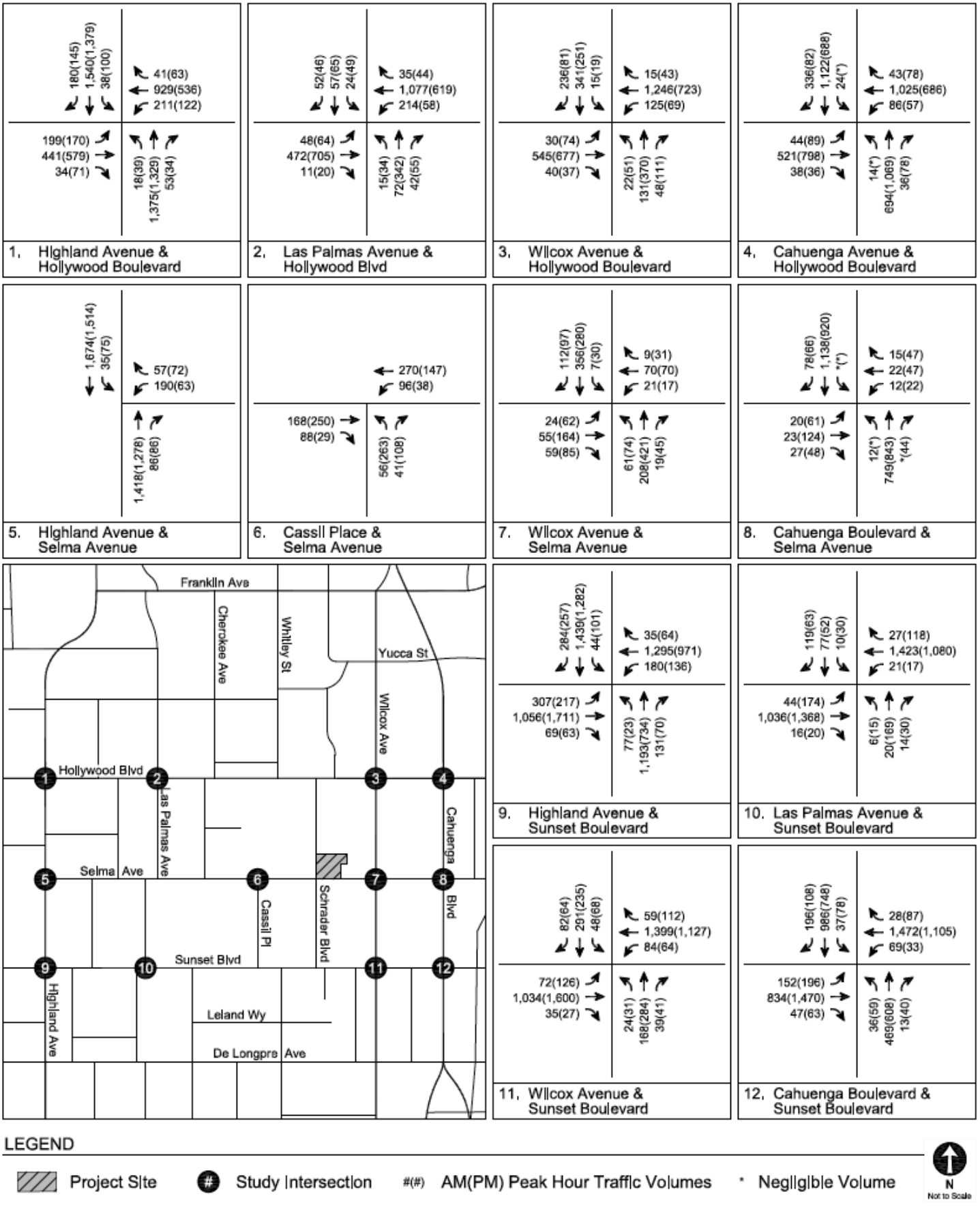
Figure III-8
Project-Only Peak Hour Traffic Volumes

Table III-32
Existing With Project Conditions (Year 2017) – Significant Impact Analysis

No.	Intersection	Peak Hour	Existing		Existing with Project		Change in V/C	Significant Impact?
			V/C	LOS	V/C	LOS		
1.	Highland Avenue & Hollywood Boulevard	AM	0.810	F*	0.813	F*	0.003	No
		PM	0.618	F*	0.621	F*	0.003	No
2.	Las Palmas Avenue & Hollywood Boulevard	AM	0.402	A	0.405	A	0.003	No
		PM	0.493	A	0.501	A	0.008	No
3.	Wilcox Avenue & Hollywood Boulevard	AM	0.748	C	0.750	C	0.002	No
		PM	0.530	A	0.538	A	0.008	No
4.	Cahuenga Boulevard & Hollywood Boulevard	AM	0.793	F*	0.799	F*	0.006	No
		PM	0.594	F*	0.599	F*	0.005	No
5.	Highland Avenue & Selma Avenue	AM	0.431	A	0.437	A	0.006	No
		PM	0.329	A	0.343	A	0.014	No
6.	Cassil Place & Selma Avenue	AM	0.201	A	0.209	A	0.008	No
		PM	0.349	A	0.359	A	0.010	No
7.	Wilcox Avenue & Selma Avenue	AM	0.319	A	0.355	A	0.036	No
		PM	0.424	A	0.449	A	0.025	No
8.	Cahuenga Boulevard & Selma Avenue	AM	0.410	A	0.421	A	0.011	No
		PM	0.389	A	0.399	A	0.010	No
9.	Highland Avenue & Sunset Boulevard	AM	0.864	F*	0.866	F*	0.002	No
		PM	0.729	F*	0.732	F*	0.003	No
10.	Las Palmas Avenue & Sunset Boulevard	AM	0.467	A	0.468	A	0.001	No
		PM	0.582	A	0.584	A	0.002	No
11.	Wilcox Avenue & Sunset Boulevard	AM	0.530	A	0.537	A	0.007	No
		PM	0.552	A	0.561	A	0.009	No
12.	Cahuenga Boulevard & Sunset Boulevard	AM	0.793	F*	0.798	F*	0.005	No
		PM	0.652	F*	0.658	F*	0.006	No

** LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.*

Source: Gibson Transportation Consulting, Inc., Transportation Impact Study for the Schrader Hotel, Hollywood, California, June 2017.



Source: Gibson Transportation Consulting, Inc. June 2017.

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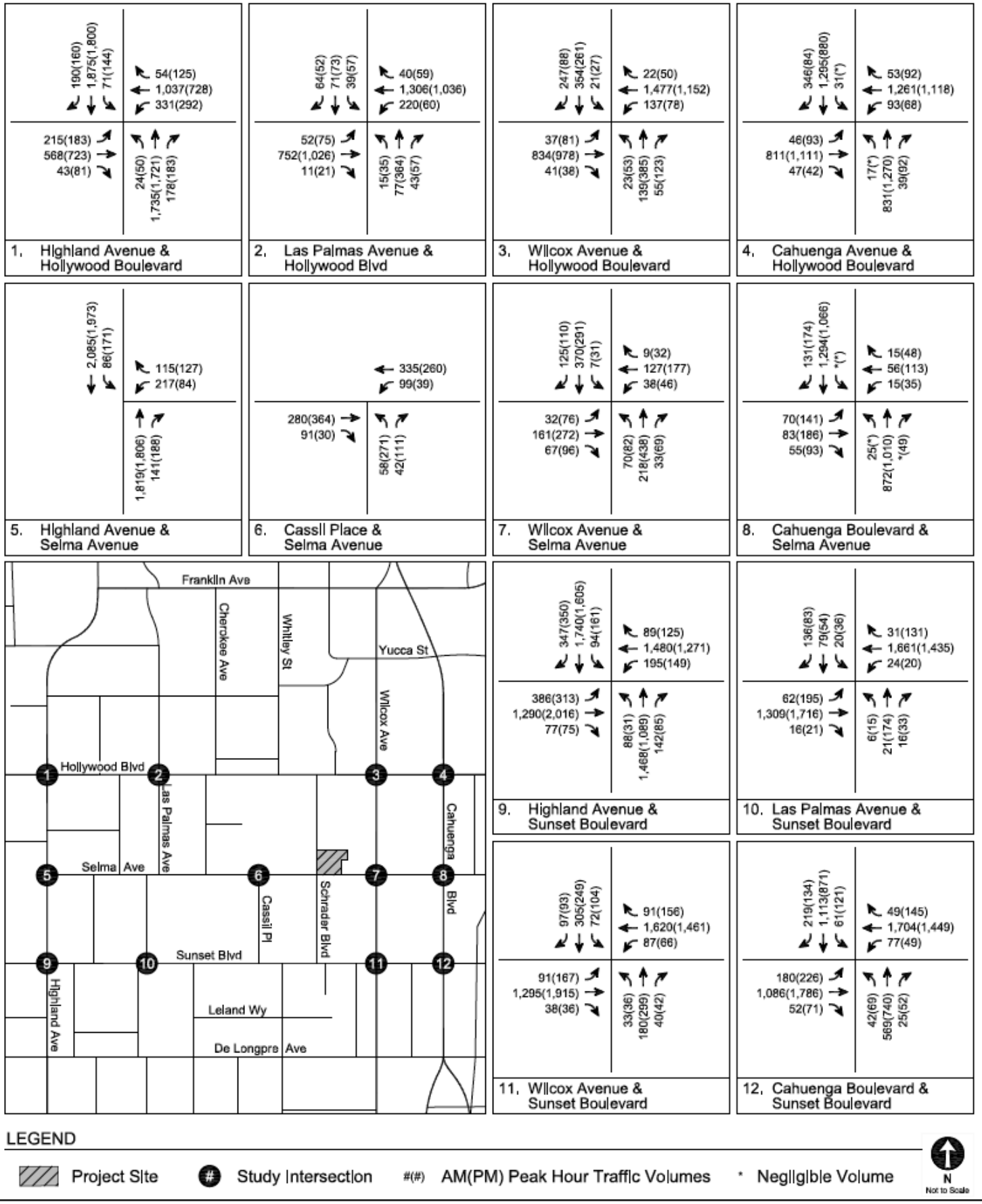
Figure III-9
Existing with Project Conditions (Year 2017) Peak Hour Traffic Volumes

Table III-33
Future With Project Conditions (Year 2020) – Significant Impact Analysis

No.	Intersection	Peak Hour	Future w/o Project		Future with Project		Change in V/C	Significant Impact?
			V/C	LOS	V/C	LOS		
1.	Highland Avenue & Hollywood Boulevard	AM	0.949	F*	0.952	F*	0.003	No
		PM	0.937	F*	0.942	F*	0.005	No
2.	Las Palmas Avenue & Hollywood Boulevard	AM	0.507	A	0.509	A	0.002	No
		PM	0.653	B	0.657	B	0.004	No
3.	Wilcox Avenue & Hollywood Boulevard	AM	0.853	D	0.855	D	0.002	No
		PM	0.703	C	0.711	C	0.008	No
4.	Cahuenga Boulevard & Hollywood Boulevard	AM	0.946	F*	0.951	F*	0.005	No
		PM	0.783	F*	0.789	F*	0.006	No
5.	Highland Avenue & Selma Avenue	AM	0.603	B	0.614	B	0.011	No
		PM	0.583	A	0.598	A	0.015	No
6.	Cassil Place & Selma Avenue	AM	0.272	A	0.280	A	0.008	No
		PM	0.433	A	0.443	A	0.010	No
7.	Wilcox Avenue & Selma Avenue	AM	0.436	A	0.471	A	0.035	No
		PM	0.560	A	0.585	A	0.025	No
8.	Cahuenga Boulevard & Selma Avenue	AM	0.584	A	0.595	A	0.011	No
		PM	0.607	B	0.617	B	0.010	No
9.	Highland Avenue & Sunset Boulevard	AM	1.075	F*	1.077	F*	0.002	No
		PM	0.994	F*	0.997	F*	0.003	No
10.	Las Palmas Avenue & Sunset Boulevard	AM	0.563	A	0.563	A	0.000	No
		PM	0.712	C	0.715	C	0.003	No
11.	Wilcox Avenue & Sunset Boulevard	AM	0.624	B	0.631	B	0.007	No
		PM	0.660	B	0.669	B	0.009	No
12.	Cahuenga Boulevard & Sunset Boulevard	AM	0.929	F*	0.933	F*	0.004	No
		PM	0.827	F*	0.833	F*	0.006	No

** LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.*

Source: Gibson Transportation Consulting, Inc., Transportation Impact Study for the Schrader Hotel, Hollywood, California, June 2017.



Source: Gibson Transportation Consulting, Inc. June 2017.

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Figure III-10
Future with Project Conditions (Year 2020) Peak Hour Traffic Volumes

Unsignalized Intersection Analysis

Intersection Levels of Service

Table III-34 and Table III-35 summarize the weekday morning and afternoon peak hour delay and corresponding LOS for the unsignalized intersection of Schrader Boulevard & Selma Avenue under Existing and Future Conditions, respectively.

As shown in Table III-34, the intersection of Schrader Boulevard & Selma Avenue is anticipated to operate at LOS B during the both the morning and afternoon peak hours under both Existing and Existing with Project Conditions.

Table III-34
Existing With Project Conditions (Year 2017) – Intersection Peak Hour Levels of Service

No.	Intersection	Peak Hour	Existing			Existing with Project		
			Delay	LOS	Meets Signal Warrants	Delay	LOS	Meets Signal Warrants
US-1	Schrader Boulevard & Selma Avenue	AM PM	12.5 12.0	B B	NO	13.1 12.7	B B	NO

Notes:
Delay is measures in seconds per vehicle.
LOS = Level of service.
Results per Synchro 8 (HCM 2010 methodology).
Source: Gibson Transportation Consulting, Inc., Transportation Impact Study for the Schrader Hotel, Hollywood, California, June 2017.

As shown in Table III-35, the intersection of Schrader Boulevard & Selma Avenue is anticipated to operate at LOS C during both the morning and afternoon peak hours under both Future without Project Conditions and Future with Project Conditions. Although the intersection is not projected to operate at LOS E or F under Future Conditions, further traffic signal warrant evaluation was conducted for informational purposes.

Table III-35
Future With Project Conditions (Year 2020) – Intersection Peak Hour Levels of Service

No.	Intersection	Peak Hour	Future without Project			Future with Project		
			Delay	LOS	Meets Signal Warrants	Delay	LOS	Meets Signal Warrants
US-1	Schrader Boulevard & Selma Avenue	AM PM	16.0 18.2	C C	NO	17.1 20.7	C C	NO

Notes:
Delay is measures in seconds per vehicle.
LOS = Level of service.
Results per Synchro 8 (HCM 2010 methodology).
Source: Gibson Transportation Consulting, Inc., Transportation Impact Study for the Schrader Hotel, Hollywood, California, June 2017.

Signal Warrant Analysis

The intersection was analyzed according to Warrant 3 (peak hour). Table III-34 and Table III-35 summarize the results of the signal warrant analysis under Existing and Future Conditions, respectively. As shown, the unsignalized intersection of Schrader Boulevard & Selma Avenue meets the minimum peak hour traffic volume threshold of Warrant 3 under Future Conditions, with and without addition of Project traffic.

As discussed previously, future traffic volumes are based on projected traffic growth and cumulative development in the area, which results in a very conservative estimate of future traffic volumes. As such, the future traffic volumes are likely overstated and may not be realized. It should be noted that the installation of a traffic signal would not be recommended until such time as the actual traffic volumes meet the minimum warrants. The satisfaction of the warrant threshold alone, however, does not in itself dictate the requirement of the installation of a traffic control signal. That decision is made by LADOT, which would consider additional factors such as spacing with adjacent intersections, interruption of traffic flow on the major streets, etc.

As the traffic signal warrants are not met under Existing with Project Conditions, the installation of a traffic signal is not recommended.

Site Access and Internal Circulation

Vehicles

Parking for the Proposed Project would be provided on-site within three valet-operated subterranean levels. Vehicular access to the parking garage would be provided via one full access driveway (accommodating right and left-turn ingress and egress movements) along Selma Avenue. The driveway would be designed in accordance with LADOT standards.

Pedestrians and Bicycles

The ground floor level of the Proposed Project would be designed to maximize the pedestrian experience, with pedestrian entrances at the Selma Avenue street frontage. The sidewalks along Schrader Boulevard and Selma Avenue would be maintained to provide safe pedestrian facilities. Visitors, patrons and employees arriving by bicycle would have access on Selma Avenue. In order to facilitate bicycle use, bicycle parking spaces would be provided on-site, consistent with the Bicycle Parking Ordinance of Los Angeles Municipal Code (City of Los Angeles, December 30, 2016) (LAMC) Section 12.21 A.16(a)(2).

Vehicular circulation would be designed to be clearly separated and would not conflict with pedestrian and bicycle circulation. The Proposed Project would not mix pedestrian and bicycle traffic with automobile traffic and, therefore, no impacts would occur**.**

Construction Impact Analysis

The Applicant would attempt to park and stage for construction on-site as much as possible. During periods of time where off-site street surfaces are needed, such as during garage excavation, the Applicant would submit for review and approval a construction traffic control plan detailing days, time of day, and safety features. Any off-site construction needs would be minimized and conducted outside of peak traffic times. Deliveries of construction material would be coordinated to non-peak travel periods, to the extent possible. Construction worker vehicles that cannot be accommodated on-site will be provided off-street parking and encouraged to use public transit services and/or shuttle service to the site, if needed. The Applicant shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety

Additionally, the Proposed Project would require the use of haul trucks during site clearing and excavation, and the use of a variety of other construction vehicles throughout the construction of the Proposed Project. The Proposed Project would require approximately 27,500 cy of soil of excavated soil to be exported off site. To reach Sunshine Canyon and Chiquita Canyon Landfills, the local haul route would utilize the 101 Freeway. The local haul route from the 101 Freeway would utilize Cahuenga Boulevard and Selma Avenue. The local haul route to the 101 Freeway would utilize Selma Avenue and Argyle Avenue. The haul route to and from the recycling centers would utilize Schrader Boulevard and Hollywood Boulevard. Cahuenga Boulevard is identified as an Avenue I and Avenue II street along the proposed haul route. Hollywood is classified as an Avenue I street. Selma Avenue, Schrader Boulevard, and Argyle Avenue are classified as local streets. The haul route specified above may be modified in compliance with applicable City policies, provided DOT and/or Street Services approves any such modification.

The haul trips would occur outside of the peak hours and during the permissible hauling hours identified in the haul route to be approved by the Department of Building and Safety. The addition of these vehicles onto the street system would contribute to increased traffic in the Project vicinity. However, the Proposed Project’s construction trip traffic would be a fraction of the operational traffic that would not cause any significant impacts at the studied intersections. Therefore, it is not anticipated that this would contribute to a significant increase in the overall congestion in the Project vicinity. In addition, any truck trips would be limited to the length of time required for the Project’s construction. Furthermore, implementation measure(s) detailed in LADOT's communication to the Planning Department shall be complied with. Such report and mitigation measure(s) are incorporated herein by reference. Due to the temporary nature of the traffic, construction impacts would be less than significant with the incorporation of Mitigation Measures T-1 through T-4, below.

Mitigation Measures:

Construction Work Plan

T-1 A Construction Traffic Control Plan shall be submitted to LADOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction related traffic shall be restricted to off-peak hours.

T-2 All construction delivery truck loading and unloading shall take place on-site or within the boundaries of an approved Construction Traffic Control Plan.

T-3 The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.

The applicant shall be limited to no more than two trucks at any given time within the site's staging area.

There shall be no staging of hauling trucks on any streets adjacent to the project, unless specifically approved as a condition of an approved haul route.

No hauling shall be done before 9 A.M. or after 3 P.M.

Trucks shall be spaced so as to discourage a convoy effect.

On substandard hillside streets, only one hauling truck shall be allowed on the street at any time.

A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at the next intersection along the haul route.

Truck crossing signs are required within 300 feet of the exit of the project site in each direction.

The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind.

Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.

Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.

No person shall perform grading within areas designated "hillside" unless a copy of the permit is in the possession of a responsible person and available at the site for display upon request.

A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.

The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.

T-4 The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the Applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as k-rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.

Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.

Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.

The Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

b) Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less Than Significant Impact. A significant impact would occur if the Proposed Project conflicts 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. The study area analyzed in the Transportation Study includes the 12 intersections listed above. None of these intersections are Los Angeles County Congestion Management Plan (CMP) monitoring locations. The CMP requires that a Transportation Impact Analysis be performed for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the weekday morning or afternoon peak hours. A detailed analysis is not required if the project adds fewer than 50 trips to an arterial monitoring intersection. The CMP identifies the following two arterial monitoring intersections within 1.5 miles of the Project Site:

- Santa Monica Boulevard & Western Avenue (1.50 miles southeast of the Project Site)
- Santa Monica Boulevard & Highland Avenue (0.75 miles southwest of the Project Site)

Both of these arterial monitoring intersections are outside of the boundaries of the study area. The Project trips at these locations were calculated based on the number of trips entering and leaving the study area in the direction of the outlying CMP arterial monitoring intersections, conservatively assuming there would be no diverging trips. The Proposed Project would add fewer than 50 trips to an arterial monitoring intersection per LADOT. Therefore, further analysis of the CMP arterial monitoring intersections is not required.

Furthermore, the CMP requires that a Transportation Impact Study be performed for all CMP mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the weekday morning or afternoon peak hours. A detailed analysis is not required if the project adds fewer than 150 trips to a mainline freeway monitoring location (in either direction) during either the weekday morning or afternoon peak hours. The CMP identifies one mainline freeway monitoring location on US 101 south of Santa Monica Boulevard, approximately 1.75 miles southeast of the Project Site. At this location, the Proposed Project is projected to add a total of nine northbound trips and six southbound trips during the morning peak hour and a total of 11 northbound trips and nine southbound trips during the afternoon peak hour. The Proposed Project would add fewer than 150 trips in either direction during either peak hour to the CMP mainline freeway monitoring location. Therefore, further CMP freeway segment analysis is not required. As such, the Proposed Project would not conflict with the adopted CMP, and Project impacts would be less than significant.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No impact. This question would apply to the Proposed Project only if it involved an aviation-related use or would influence changes to existing flight paths. The Proposed Project does not include any aviation-related uses and would have no airport impact. It would also not require any modification of flight paths for the existing airports in Los Angeles. Therefore, no impact would occur.

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

Less Than Significant With Mitigation Incorporated. A significant impact may occur if the Proposed Project includes new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if Project Site access or other features were designed in such a way as to create hazard conditions. The Proposed Project would not include unusual or hazardous design features. Current vehicular access to the Project Site is provided by a full access driveway into the surface parking lot along Selma Avenue and full access driveway into the apartment building along Schrader Boulevard. The Proposed Project would retain the existing driveway to the existing apartment building. The proposed mixed-use hotel would include a

primary driveway on Selma Avenue with full access and provide inbound and outbound access, similar to the existing driveway on Selma Avenue currently on the Project Site. Additionally, the Proposed Project does not include any sharp curves, dangerous intersections, or incompatible uses. No offsite traffic improvements are proposed in the area surrounding the Project Site. As such, the Proposed Project would not include new vehicular access driveways that could potentially conflict with pedestrian circulation and traffic. However, the project may have potentially significant impacts on pedestrians on the street during construction phases. With implementation of the referenced mitigation measure, the potential impacts related to hazards due to a design feature would be less than significant with the incorporation of Mitigation Measure T-4 above.

e) Would the project result in inadequate emergency access?

Less Than Significant Impact. A significant impact may occur if the Project design would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve the Project Site or adjacent uses.

As previously discussed in Section VIII (g), the Proposed Project is not located on or near an adopted emergency response or evacuation plan. The nearest emergency routes, as identified in the Safety Element of the General Plan, are Hollywood Boulevard, over 500 feet to the north; Sunset Boulevard, over 600 feet to the south; and Western Avenue, over 1.25 miles to the east. Development of the Project Site may require temporary and/or partial street closures due to construction activities. However, any such closures would be temporary in nature and would be coordinated with the Departments of Transportation, Building and Safety, and Public Works. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. Therefore, the impacts would be less than significant.

As described in Section XIV (a), the Proposed Project would satisfy the emergency response requirements of the LAFD. There are no hazardous design features included in the access design or site plan for the Proposed Project that could impede emergency access. Furthermore, the Proposed Project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles. Therefore, the Proposed Project would not be expected to result in inadequate emergency access, and the impact would be less than significant.

f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycles, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. A significant impact may occur if the Proposed Project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on- or off-

site. The Proposed Project would not require the disruption of public transportation services or the alteration of public transportation routes. Since the Proposed Project would not modify or conflict with any alternative transportation policies, plans or programs, it would have no impact on such programs. Furthermore, the Proposed Project would be expected to comply with the 2010 Bicycle Plan, which is a component of the Mobility Plan 2035 of the General Plan. Thus, the Project complies with all applicable bicycle and pedestrian-friendly policies, plans and programs and no impact would occur.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the 158 related projects would result in an increase in average daily vehicle trips and peak hour vehicle trips in the Hollywood Community Plan Area. As noted in Table III-33, above, all increases in V/C ratios in the AM peak hour and PM peak hour would be less than the threshold for a significant impact to occur and the Proposed Project's contribution to cumulative impacts is less than significant for all of the study intersections analyzed. Therefore, the Proposed Project's cumulative impact is considered less than significant.

XVII. TRIBAL CULTURAL RESOURCES

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

Approved by Governor Jerry Brown on September 25, 2014, Assembly Bill 52 (AB 52) establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code Section 21074, as part of CEQA. Effective July 1, 2015, AB 52 applies to projects that file a Notice of Preparation or Notice of Negative Declaration/Mitigated Negative Declaration on or after July 1, 2015. As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe

has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation.

Less Than Significant Impact. As noted above, the Proposed Project would require excavations to a depth of approximately 45 feet below grade for the three level subterranean parking garage. As such, it is possible that unknown tribal cultural resources could be discovered on the Project Site, and if proper care is not taken during construction, damage to or destruction of these unknown remains could occur.

Pursuant to AB 52, the Department of City Planning (DCP) sent pre-consultation request letters on April 12, 2017 to the 10 recognized Native American Tribal Representatives known to have resources within the Los Angeles region. On April 27, 2017, the City of Los Angeles received a request for consultation from the Gabrieleno Band of Mission Indians. On May 11, 2017, DCP conducted a phone consultation with Andrew Salas and Matt Teutimez of the Gabrieleno Band of Mission Indians – Kizh Nation. On May 19, 2017, DCP made a request, via email, for substantial evidence demonstrating the significance of the resource(s) to the tribe as detailed during the phone consultation, within 14 days, or by June 2, 2017. No evidence was received and consultation was closed on June 5, 2017.

XVIII. UTILITIES AND SERVICE SYSTEMS

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. A significant impact would occur if a project exceeds wastewater treatment requirements of the applicable Regional Water Quality Control Board. Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge (ROWD) containing information which may be required by the appropriate Regional Water Quality Control Board (RWQCB). The RWQCB then authorizes an NPDES permit that ensures compliance with wastewater treatment and discharge requirements. The Los Angeles RWQCB (LARWQCB) enforces wastewater treatment and discharge requirements for properties in the Project area.

The Project Site is currently developed with an apartment building, detached garage, and a surface parking lot. Nevertheless, the Proposed Project is located within the Hollywood CPA within the City of Los Angeles. As discussed in the Phase I Report (contained in Appendix E.1 to this IS/MND) the Project Site is furnished with multiple utility connections including electricity,

natural gas, potable water, sanitary sewer, storm sewer, and solid waste disposal.[61] The Proposed Project consists of a hotel development with restaurant uses and would produce wastewater that is typical of such land uses. Wastewater from the Project Site area is conveyed via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Hyperion Water Reclamation Plant (HWRP). The HWRP is a public facility and is subject to the State's wastewater treatment requirements. The Proposed Project would connect to existing wastewater infrastructure in the Project area, and wastewater from the Project Site would be treated at the HWRP in accordance with the wastewater treatment requirements enforced by the LARWQCB. Therefore, impacts associated with wastewater treatment requirements would be less than significant.

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. A significant impact may occur if a 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. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout; (c) the amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

Water Treatment Facilities and Existing Infrastructure

The Los Angeles Department of Water and Power (LADWP) ensures the reliability and quality of water supply through an extensive distribution system that includes more than 7,100 miles of pipes, more than 100 storage tanks and reservoirs within the City, and eight storage reservoirs along the Los Angeles Aqueducts. Much of the water flows north to south, entering Los Angeles at the Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by LADWP. Water entering the LAAFP undergoes treatment and disinfection before being distributed throughout the LADWP's Water Service Area. The LAAFP has the capacity to treat approximately 600 million gallons per day (mgd).[62] The average plant flow is approximately 450

[61] *Alpha Environmental, Phase I Environmental Site Assessment of 1600 North Hudson Avenue Los Angeles, California, June 30, 2016 (contained in Appendix D to this IS/MND).*

[62] *Los Angeles Department of Water and Power, website: http://wsoweb.ladwp.com/Aqueduct/historyoflaa/waterquality.htm, accessed October 2016.*

mgd during the non-summer months and 550 mgd during the summer months and operates at between 75 and 90 percent capacity. Therefore, the LAAFP has a remaining capacity of treating approximately 50 to 150 mgd, depending on the season.[63]

As shown in Table III-36, below, the Proposed Project would generate an increase in water demand of approximately 43,798 gallons per day (gpd) of water, which would equate to a fraction of one percent of available capacity. Because the Proposed Project would not cause an increase in permanent residents, the population growth is within SCAG's forecast. Therefore, the Proposed Project's increased water demand would not measurably reduce the LAAFP's treatment capacity. Thus, no new or expanded water treatment facilities would be required. With respect to water treatment facilities, the Proposed Project would have a less-than-significant impact.

Table III-36
Proposed Project Estimated Water Demand

Type of Use	Size	Water Demand Rate (gpd/unit) [a]	Total Water Demand (gpd)
Proposed Project [b, c]			
Hotel Guestroom Units	198 rooms	156 gpd/room	30,888
Restaurant	256 seats	36 gpd/seat	9,216
Rooftop/Pool Bar	171 seats	21.6 gpd/seat	3,694
TOTAL Proposed Project Water Demand:			**43,798**

Notes: gpd: gallons per day
[a] *L.A. CEQA Thresholds Guide (2006), Exhibit M.2-12. Consumption Rates based on 120% of the City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation Rates table, March 20, 2002.*
[b] *Since the residential component would only rehabilitate the existing apartment building would not remove or construct any new dwelling units, the net water demand is assumed to be zero for the apartment building.*
[c] *The seats in the informal Wi-Fi lounge assumed that restaurant and bar guests would not sit there and were not accounted for in restaurant and bar areas.*

Parker Environmental Consultants, 2017.

Although no system upgrades are anticipated at this time, the water system would be verified again at the time of construction. In the event that water main and/or other infrastructure upgrades are required for the proposed development, such infrastructure improvements would be conducted within the right-of-way easements serving the Project area and would not create a significant impact to the physical environment. This is largely due to the fact that: (a) any disruption of service would be short-term; (b) the replacement of the water mains would be within public rights-of-way; and (c) any foreseeable infrastructure improvements would be

[63] *Los Angeles Department of Water and Power, website: http://www.ladwp.com/, accessed October 2016.*

limited to the immediate Project Site vicinity. Therefore, potential impacts resulting from water infrastructure improvements would be less than significant.

Wastewater Treatment Facilities and Existing Infrastructure

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements.

The Los Angeles Bureau of Sanitation provides sewer service to the Proposed Project area. Sewage from the Project Site is conveyed via sewer infrastructure to the Hyperion Water Reclamation Plant (HWRP). The Hyperion Water Reclamation Plant treats an average daily flow of 275 million gallons per day (mgd) on a dry weather day. Because the amount of wastewater entering the HWRP can double on rainy days, the plant was designed to accommodate both dry and wet weather days with a maximum daily flow of 450 mgd and a peak wet weather flow of 800 mgd.[64] This equals a remaining capacity of 175 mgd of wastewater able to be treated at the HWRP. As shown in Table III-37, the Proposed Project would generate an increase of approximately 36,498 gpd of wastewater, representing a fraction of one percent of the available capacity. Based on the configuration of the sewer lines serving the Project Site, the Proposed Project's sewer flows may be routed to the lines under Schrader Boulevard, Selma Avenue, or both.[65] In accordance with the *L.A. CEQA Thresholds Guide*, the estimated sewer flows were based on the sewerage generation factors for residential and commercial categories (City of Los Angeles, Bureau of Sanitation, 1996). The HWRP has a remaining capacity of 175 additional mgd, and as such would have adequate capacity to serve the Project Site. Therefore, impacts to sewer capacity and infrastructure would be less than significant.

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[64] *City of Los Angeles Department of Public Works, Bureau of Sanitation, Wastewater: About Wastewater, website: http://lasewers.org/treatment_plants/hyperion/tour/index.htm, accessed October 2016.*

[65] *City of Los Angeles Bureau of Engineering, Navigate LA, website: http://navigatela.lacity.org/index01java.cfm, accessed: October 2016.*

Table III-37
Proposed Project Estimated Wastewater Generation

Type of Use	Size	Wastewater Generation Rate (gpd/unit) [a]	Total Wastewater Generation (gpd)
Proposed Project [b, c]			
Hotel Guestroom Units	198 rooms	130 gpd/room	25,740
Restaurant	256 seats	30 gpd/seat	7,680
Rooftop/Pool Bar	171 seats	18 gpd/seat	3,078
		TOTAL Wastewater Generation:	**36,498**

Notes: gpd: gallons per day
[a] *L.A. CEQA Thresholds Guide (2006), Exhibit M.2-12.*
[b] *Since the residential component would only rehabilitate the existing apartment building would not remove or construct any new dwelling units, the net wastewater generation is assumed to be zero for the apartment building.*
[c] *The seats in the informal Wi-Fi lounge assumed that restaurant and bar guests would not sit there and were not accounted for in the restaurant and bar areas.*

Parker Environmental Consultants, 2017.

The Project area is presently served by a network of sewer lines that are located beneath most of the major streets that convey sewage from the Project Site to the HWRP. As part of the pre-construction process, detailed gauging and evaluation would be needed as part of the permit process to identify a specific sewer connection point for the Project Site. Through the rules and regulations established in the City of Los Angeles Sewer Allocation Ordinance (No. 166,060), the Bureau of Sanitation does not make a determination of sewer capacity until LADBS has established that the Proposed Project's plans and specifications are acceptable for plan check. This process ensures that the system can accept the anticipated wastewater flows from the Proposed Project at the time of connection, as opposed to prematurely committing to projects that are in the environmental review or entitlement process. At the time of connection, the Bureau of Sanitation will check the gauging of the sewer lines and make the appropriate decisions on how best to connect to the local sewer lines at the time of construction. The Applicant would be required to submit a Sewer Capacity Availability Request (SCAR) to verify the anticipated sewer flows and points of connection and to assess the condition and capacity of the sewer lines receiving additional sewer flows from the Proposed Project. If it is determined that the sewer system has insufficient capacity to serve the Proposed Project, the Applicant may be required to replace or build new sewer lines to a point in the sewer system with sufficient capacity to accommodate the Proposed Project's increased flows. Based on the configuration of sewer lines serving the Proposed Project, the Proposed Project's sewer flows would be routed to the lines under Schrader Boulevard and/or Selma Avenue. Any infrastructure improvements to update or expand the sewer lines in the Project vicinity, if necessary, would be limited to trenching, excavating and backfilling the sewer lines beneath the public right-of-way. Such construction activities would be localized in nature and would generally involve partial lane closures for a relatively short duration of time typically lasting a few days to a few weeks.

Therefore, impacts to sewer capacity and infrastructure would be less than significant.

c) Would the project 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?

Less Than Significant Impact. A significant impact may occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, resulting in the construction of new stormwater drainage facilities. As described in Section IX (c) the Proposed Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. The Proposed Project would be required to demonstrate compliance with Low Impact Development standards and retain or treat the first ¾-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater. The Project Site is currently developed with an apartment building, detached garage, and a paved surface parking lot. Runoff from the Project Site currently is and would continue to be directed towards existing storm drains in the Project vicinity. As stated previously in response to Checklist Question IX, the Project shall comply with NPDES requirements and the LID regulations, and implement BMPs during the construction and operation of the Proposed Project.

The appropriate design and application of BMP devices and facilities shall be determined by the Watershed Protection Division of the Bureau of Sanitation, Department of Public Works. Thus, development of the Proposed Project would not create or contribute to runoff water, which may exceed the capacity of existing or planned stormwater drainage systems. Therefore, the Proposed Project's impacts would be considered less than significant.

d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. A significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout; (c) the amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

The City's water supply comes from local groundwater sources, the Los Angeles-Owens River Aqueduct, State Water Project, and from the Metropolitan Water District (MWD) of Southern California, which is obtained from the Colorado River Aqueduct. The MWD utilizes a land-use

based planning tool that allocates projected demographic data from the SCAG into water service areas for each of MWD's member agencies.

In June 2016, the City of Los Angeles adopted and updated the 2015 Urban Water Management Plan (UWMP), which is consistent with the City's goals and policy objectives for reliable water supply, such as the Mayor's Executive Directive No. 5 (ED5) and the Sustainable City pLAn (pLAn). Since the 2010 UWMP, Mayor Eric Garcetti issued ED5 Emergency Drought Response, which set goals to reduce per capita water use, reduce purchases of imported water by 50%, and create an integrated water strategy to increase local supplies and improve water security. The City also released the pLAn in April 2015, which established short- and long-term targets for the City over the next 20 years in 14 categories to strengthen and promote sustainability, economy, and equity in Los Angeles. A multi-faceted approach to developing a locally sustainable water supply was developed through pLAn for reducing reliance on imported water, reducing per capita water use through conservation, and increasing local water supply availability. On May 2016, requirements of the Emergency Conservation Regulation, which mandates conservation targets to a achieve a mandatory 25 percent water use reduction statewide, was further extended until January 2017 due to worsening drought conditions. The recently adopted 2015 Urban Water Management Plan (UWMP) estimates future demand based on SCAG's population and growth estimates and projects a total water demand and supply of 675,685 AFY in 2040, with a pLAn targeted water demand of 565,600 AFY in 2040. With its current water supplies, planned future water conservation, and planned future water supplies, LADWP would be able to reliably provide water to its customers through the 25-year planning period covered by the 2015 UWMP. Through various conservation strategies, the LADWP will be able to reduce the City's water demand during dry years to respond to any reductions to water supplies during multiple dry years.

As shown in Table III-36, the Proposed Project's net increase in water demand would be 43,798 gallons per day. The Proposed Project is within SCAG's growth projections, which the 2015 UWMP is based on. Accordingly, the Project's anticipated water demand has been accounted for and would not exceed the water demand estimates of the City's 2015 UWMP. The Applicant shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Proposed Project's water use. Additionally, the Proposed Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season). Further, the Proposed Project would be required to comply with the mandatory Los Angeles requirements of the Los Angeles Green Building Code, which establishes city wide water and energy conservation measures for residential and non-

residential buildings and landscaping.[66] Compliance with regulatory compliance measures would ensure the Proposed Project's demands for potable water resources are less than significant.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project, related projects and the cumulative growth throughout the City of Los Angeles, would further increase the demand for potable water within the surrounding area. Through the 2015 Urban Water Management Plan, the LADWP has demonstrated that it can provide adequate water supplies for the City through the year 2040, with implementation of conservation strategies and proper supply management. This estimate is based in part on demographic projections obtained for the LADWP service area from the Metropolitan Water District (MWD). The MWD utilizes a land-use based planning tool that allocates projected demographic data from the Southern California Association of Governments (SCAG) into water service areas for each of MWD's member agencies. MWD's demographic projections use data reported in SCAG's 2012-2035 RTP/SCS. As discussed previously, in Section XIII, Population and Housing, the Proposed Project's rehabilitated of the on-site apartment building and the construction of a mixed-use hotel with restaurant uses would not cause a substantial increase to population growth in the Hollywood CPA. Any indirect population growth generated by the Proposed Project would be small and would not exceed SCAG's growth projections. Therefore, the Proposed Project's growth is consistent with SCAG's growth projections for the Los Angeles subregion. As such, the additional water demands generated by the Proposed Project are accounted for in the 2015 Urban Water Management Plan.

The Proposed Project is consistent with the underlying allowable uses per the LAMC and would not exceed the allowable density for the Project Site or exceed the available capacity in the local aqueduct. As such, the additional water demands generated by the Proposed Project are accounted for in the 2015 Urban Water Management Plan, and the Proposed Project's cumulative impacts upon regional water supplies would be less than significant.

e) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or

[66] *City of Los Angeles, Ordinance 184,248; effective June 6, 2016.*

incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements. As stated in Checklist Question XVII (b), above, the sewage flow will ultimately be conveyed to the Hyperion Water Reclamation Plant, which has sufficient capacity for the Proposed Project.[67] Therefore, impacts would be less than significant.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects would further increase regional demands on HWRP's capacity. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of HWRP's service to the City of Los Angeles and surrounding area. However, as stated above, the Hyperion Water Reclamation Plant has the capacity to treat and additional 175 mgd above current treatment operations. Therefore, the demands of the Proposed Project and related projects in relation to wastewater treatment, when considered cumulatively, would result in less than significant impacts.

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

Less Than Significant Impact. A significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on solid waste shall be made considering the following factors: (a) amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates; (b) need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and (c) whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element (SRRE) or its updates, the Solid Waste Management Policy Plan (SWMPP), Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multi-family developments, private haulers provide waste collection services for most multi-family residential and commercial developments within the City. Solid waste transported by both public and private haulers is either recycled, reused,

[67] *City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Water Reclamation Plant, website: https://www.lacitysan.org, accessed October 2016.*

transformed at a waste-to-energy facility, or disposed of at a landfill. Under the City's RENEW LA Plan, the City committed to reaching zero waste by diverting 90% of the solid waste generated in the City by 2025.[68] State law currently requires at least 50% solid waste diversion and establishes a state-wide goal of 75% diversion by 2020. Moreover, state law requires mandatory commercial recycling in all businesses and multi-family complexes and imposes additional reporting requirements on local agencies, including the City. In order to meet these requirements and goals, the City has established an exclusive, competitive franchise system for the collection, transportation and processing of commercial and multi-family solid waste that will aid the City in meeting its diversion goals by, among other things: (i) requiring franchisees to meet diversion targets; (ii) increasing the capacity for partnership between the City and solid waste haulers; (iii) allowing the City to establish consistent methods for diversion of recyclables and organics; (iv) increasing the City's ability to track diversion, which will enable required reporting and monitoring of state mandated commercial and multifamily recycling; (v) increasing the City's ability to ensure diversion quality in the processing facilities handling its waste and recyclables; and (vi) increasing the City's capacity to enforce compliance with federal, state, county, and local standards. Pursuant to Section 66.32 of the LAMC, the Proposed Project's solid waste contractor must obtain, in addition to all other required permits, an AB 939 Compliance Permit from the Bureau of Sanitation.

Within the City of Los Angeles, the Sunshine Canyon Landfill and the Chiquita Canyon Landfill serve existing land uses within the City. Both landfills accept residential, commercial, and construction waste. The Sunshine Canyon Landfill is jointly operated by the City and the County, has a remaining capacity of 72.6 million tons. The Sunshine Canyon Landfill has an estimated remaining life of 22 years. The Chiquita Canyon Landfill has a remaining capacity of 758,146 tons.[69] For the past decade, Chiquita Canyon Landfill has been working with the County of Los Angeles on an Environmental Impact Report (EIR) and a new Conditional Use Permit (CUP) application. During this period, the Chiquita Canyon Landfill reached the permitted disposal limit of 23 million tons that was approved in 1997. The Director of Regional Planning granted Chiquita Canyon Landfill a limited waiver to continue operation of the landfill until necessary public hearings for the EIR and new CUP are completed. If the new CUP is not approved, then the landfill would close.[70] The Proposed Project would be allowed to dispose solid waste at the Chiquita Canyon Landfill during the EIR and CUP process given that the landfill would not be required to close. An expansion of the Chiquita Canyon Landfill is currently proposed and would add a capacity of 48,114,000 tons (a 45-year life expectancy based on

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[68] *City of Los Angeles, Bureau of Sanitation, Zero Waste Progress Report, March 2013.*

[69] *County of Los Angeles Department of Public Works, 2015 Annual Report, Los Angeles Countywide Integrated Waste Management Plan, December 2016.*

[70] *Chiquita Canyon, A Waste Connections Company, website: http://www.chiquitacanyon.com/2016/08/chiquita-canyon-granted-waiver-continues-operations/, accessed October 2016.*

2015 average daily disposal of 3,446 tons per day or 15 years based on the maximum permitted rate of disposal of 10,000 tons per day).[71]

The Proposed Project would follow all applicable solid waste policies and objectives that are required by law, statute, or regulation. Based on the exterior rehabilitation of the existing apartment building, demolition and replacement of the detached garage building, the removal of the existing surface parking lot, and the development of a 129,979 gross square foot hotel building (which include the proposed hotel building and three subterranean parking levels), it is estimated that the construction of the Proposed Project would conservatively generate approximately 734 tons of debris during the demolition and construction process (see Table III-38, below).

Table III-38
Estimated Construction and Demolition Debris

Construction Activity	Size	Rate [a, b]	Generated Waste (tons)
Demolition			
Surface Parking	20,000 sf (370 cy)	2400 lbs/cy	444
Total Project Demolition Debris Generation:			**444**
Construction (139,323 sf gross building area)			
Apartment Exterior Rehabilitation	9,601 sf	4.38 lbs/sf	21
Hotel	68,545 sf	4.38 lbs/sf	150
Restaurant	5,557 sf	3.89 lb/sf	11
Parking Garage	45,313 sf	3.89 lb/sf	88
Additional Floor Area [c]	10,275 sf	3.89 lb/sf	20
Total Project Construction Debris Generation:			**290**
Proposed Project NET TOTAL:			**734**

Notes: sf = square feet; cy = cubic yards; lbs = pounds
Sources:
[a] *Demolition Debris: CalRecycle, Solid Waste Cleanup Program Weights and Volumes for Project Estimates, http://www.calrecycle.ca.gov/swfacilities/cdi/Tools/Calculations.htm, accessed October 2016.*
[b] *Construction Debris: USEPA Report No EPA530-98-010, Characterization of Building Related Construction and Demolition Debris in the United States, July 1998.*
[c] *Additional floor area includes electrical room, transformers, lobby area, elevators, amenities, and other hotel support areas.*
Parker Environmental Consultants, 2017.

Additionally, the Proposed Project also estimates to export 20,550 cubic yards of soil during the site clearing, grading and excavation phases. All construction and demolition debris would be recycled to the maximum extent feasible. Demolition debris and soil materials from the Project Site that cannot be recycled or diverted would be hauled to the Sunshine Canyon Landfill or the

[71] *County of Los Angeles Department of Public Works, 2015 Annual Report, Los Angeles Countywide Integrated Waste Management Plan, December 2016.*

Chiquita Canyon Landfill, which accept inert construction waste and yard waste from areas within the County of Los Angeles. For recycling efforts, the Downtown Diversion (operated by Waste Management, Inc.) or Clean Up America facility both accept construction and demolition waste for recycling and are both located approximately 11 miles southeast of the Project Site (approximately 22 miles round trip). Under the requirements of the hauler's AB 939 Compliance Permit from the Bureau of Sanitation, all construction and demolition debris would be delivered to a Certified Construction and Demolition Waste Processing Facility.

As shown in Table III-39, Estimated Operational Solid Waste Generation, the Proposed Project's generation during operation would be 1,365 pounds per day, which is well within area landfills' capacity. This estimate is conservative, as it does not factor in any recycling or waste diversion programs. The Proposed Project's solid waste would be handled by private waste collection services.

Table III-39
Estimated Operational Solid Waste Generation

Type of Use	Size	Solid Waste Generation Rate [a] (lbs/unit/day)	Total Solid Waste Generated (lbs/day)
Proposed Project [b]			
Hotel Guestrooms	198 rooms	2 lbs/room/day	396
Restaurant and Hotel Employees	92 emp [c]	10.53 lbs/emp/day	969
		NET TOTAL Solid Waste Generation:	**1,365**

Notes: sf =square feet; du = dwelling units; emp = employee
[a] *L.A. CEQA Thresholds Guide, page M.3-2. Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.*
[b] *Since the residential component would only rehabilitate the existing apartment building would not remove or construct any new dwelling units, the net solid waste generation is assumed to be zero for the apartment building.*
[c] *Refer to Table III-22 in Section XIII, Population and Housing for estimated employee generation.*
Source: Parker Environmental Consultants, 2017.

Implementation of the following code compliance measures would further reduce the Project's impacts on solid waste generation. In compliance with the LAMC, the Proposed Project shall provide readily accessible areas that serve the entire apartment and hotel buildings and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals. In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70% by 2013, the Applicant would salvage and recycle construction and demolition materials to ensure that a minimum of 70% of construction-related solid waste that can be recycled is diverted from the waste stream. Solid waste diversion would be accomplished through the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70%. In compliance with the LAMC, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles

Bureau of Sanitation. In compliance with AB 341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB 341.

The amount of solid waste generated by the Proposed Project is within the available capacities of area landfills, and the Proposed Project's impacts to regional landfill capacity would be less than significant.

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The Proposed Project would generate solid waste that is typical of an apartment building and hotel development with restaurant uses and would comply with all federal, state, and local statutes and regulations regarding proper disposal. Therefore, the Proposed Project's solid waste impacts would be less than significant.

Cumulative Impacts

Less Than Significant Impact. Implementation of the Proposed Project in conjunction with the 158 related projects would further increase demands on area landfills. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the existing landfills serving the City of Los Angeles. The Proposed Project would contribute approximately 249 tons of solid waste per year plus the one time construction and demolition debris generation of 734 tons during the construction phase, which represents a fraction of one percent of the current remaining capacity of the Sunshine Canyon Landfill, which has a remaining permitted capacity of approximately 72.6 million tons. As with the Proposed Project, the related projects would be required to participate in regional source reduction and recycling programs, significantly reducing the number of tons deposited in area landfills.

While in the short-term adequate landfill capacity exists to accommodate solid waste generated by the Proposed Project and related projects, there may be a need to expand landfill capacities or develop additional landfills and other waste disposal options to accommodate future growth. These options include diversion or transformation as the preferred methods for addressing solid waste and specific and practical applications (i.e., market development, public education and public policy initiatives) within the City.

The City of Los Angeles Solid Waste Management Plan (AB 939) sets forth strategies that would provide adequate landfill capacity through 2037 to accommodate anticipated growth. The Bureau of Sanitation has projected the need for waste disposal capacity based on SCAG's

regional population growth projections. The Proposed Project's employment generation and potential indirect population growth are with SCAG's growth projections. Furthermore, projects within the City of Los Angeles must comply with the City's SRRE.

Further, as of 2013, the City of Los Angeles has achieved a recycling rate of 76.4 percent. The City of Los Angeles is exceeding the state-mandated diversion goal of 50 percent by 2000 set by the California Integrated Waste Management Act (CIWMA) of 1989.[72] Since 2006, the Bureau of Sanitation has implemented numerous programs that have contributed to the current 76.4 percent diversion rate from landfills. These programs include: Green Mulching and Composting workshops, black yard trimming recycling cans, the City-owned Central Los Angeles Refuse Transfer Station (CLARTS) and Residential Special Material and Electronics Recycling or S.A.F.E. Centers, multi-family recycling, food waste recycling, commercial recycling and technical assistance and support for City departments to help meet their waste reduction and recycling goals. The City is also developing programs to ultimately meet a goal of zero waste by diverting 90 percent of the solid waste generated in the City by 2025.[73] Thus, the Proposed Project's contribution to cumulative impacts would continue to decrease as it increases solid waste diversion rates in accordance with City goals. Compliance with required programs and the City's commitment to waste diversion and recycling, the Proposed Project and related projects would result in a less than significant impact with regards to solid waste.

XIX. 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?

No Impact. A significant impact may occur only if the Proposed Project would have an identified potentially significant impact for any of the above issues. The Proposed Project is located in a densely populated urban area and would have no unmitigated significant impacts with respect to biological resources and less-than-significant cultural resource impacts provided the regulatory compliance measures listed above are implemented. The Proposed Project would not degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or pre-history. Therefore, no impact would occur.

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[72] *City of Los Angeles, Bureau of Sanitation, Zero Waste Progress Report, March 2013.*

[73] *Ibid.*

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)?

Less Than Significant Impact. A significant impact may occur if the Proposed Project, in conjunction with the related projects, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together.

As concluded in this analysis, the Proposed Project's incremental contribution to cumulative impacts related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural quality, geology and soils, greenhouse gases, hazards and hazardous materials, hydrology, land use/planning, mineral resources, noise, population/housing, public services, recreation, transportation/traffic, and utilities would be less than significant. As such, the Proposed Project's contribution to cumulative impacts would be less than significant.

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

Less Than Significant With Mitigation Incorporated. A significant impact may occur if the Proposed Project has the potential to result in significant impacts, as discussed in the preceding sections. Based on the preceding environmental analysis, the Proposed Project would not have significant environmental effects on human beings, either directly or indirectly. Any potentially significant impacts would be reduced to less-than-significant levels through the implementation of the applicable mitigation measures identified within this expanded Initial Study / Mitigated Negative Declaration analysis.

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V. REFERENCES AND ACRONYMS

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2. ACRONYMS AND ABBREVIATIONS

AAM	Annual Arithmetic Mean
AB	Assembly Bill
ACM	Asbestos-containing materials
AEP	Association of Environmental Professionals
AFY	Acre-feet per year
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
ASTM	American Society of Testing and Materials
ASTs	above-ground storage tanks
ATCS	Adaptive Traffic Control System
Basin	South Coast Air Basin

BMPs	Best Management Practices
C/D	construction/demolition
CAA	Clean Air Act
CAAQS	California ambient air quality standards
Caltrans	California Department of Transportation
Cal/EPA	California Environmental Protection Agency
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAT	Climate Action Team
CBC	California Building Code
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CDMG	California Division of Mines and Geology
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
cf	Cubic feet
CFC	Chlorofluorocarbons
CGS	California Geological Survey
CH_4	Methane
CHMIRS	California Hazardous Material Incident Report System
CiSWMPP	City of Los Angeles Solid Waste Management Policy Plan
City Zoning Code	City of Los Angeles Planning and Zoning Code
CIWMA	California Integrated Waste Management Act
CLARTS	Central Los Angeles Refuse Transfer Station
CMP	Congestion Management Plan
CNEL	Community Noise Exposure Level
CO	carbon monoxide
CO_2	carbon dioxide
CO2e	carbon dioxide equivalent
COHb	carboxyhemoglobin
COPC	Chemical of Potential Concern
CORRACTS	Corrective Action Treatment, Storage, and Disposal Facilities
CPA	Community Plan Area
CPC	City Planning Commission
CPT	cone penetrometer test
CPU	Crime Prevention Unit
CRA/LA	Community Redevelopment Agency of the City of Los Angeles
CUP	conditional use permit

CWA	Clean Water Act
CWC	California Water Code
cy	cubic yards
dB	decibel
dBA	A-weighted decibel scale
d/D	flow level
DHS	California Department of Health and Services
DOGGR	California Department of Conservation Division of Oil, Gas, and Geothermal Resources
DWP	Department of Water and Power
DWR	California Department of Water Resources
du	dwelling unit
EIR	Environmental Impact Report
EMS	Emergency Medical Service
EOO	Emergency Operations Organization
EPA	Environmental Protection Agency
ERNS	Emergency Response Notification System
EZ	Los Angeles State Enterprise Zone
FAR	Floor Area Ratio
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTIP	Federal Transportation Improvement Program
GBCI	Green Building Certification Institute
GHG	greenhouse gas
gpd	gallons per day
gpm	gallons per minute
GWP	Global Warming Potential
HFC	hydrofluorocarbons
HQTA	High-Quality Transit Areas
HSA	Hyperion Service Area
HTP	Hyperion Treatment Plant
HVAC	Heating, Ventilation and Air Conditioning
I-101	Hollywood Freeway
ISO	Interim Control Ordinance
ITE	Institute of Transportation Engineers
km	kilometers
kV	kilovolt
kWh	kilowatt-hours
LAA	Los Angeles Aqueduct
LAAFP	Los Angeles Aqueduct Filtration Plant

LABC	City of Los Angeles Building Code
LABS	Los Angeles Department of Public Works Bureau of Sanitation
LADBS	Los Angeles Department of Building and Safety
LADOT	Los Angeles Department of Transportation
LADRP	Los Angeles Department of Recreation and Parks
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
LAPL	Los Angeles Public Library
LARWQCB	Los Angeles Regional Water Quality Control Board
LAUSD	Los Angeles Unified School District
LBP	Lead-based paint
lbs/day	pounds per day
LCFS	Low Carbon Fuel Standard
L_{dn}	day-night average noise level
LEED	Leadership in Energy and Environmental Design
L_{eq}	equivalent energy noise level/ambient noise level
LID	Low Impact Development
LOS	Level of Service
LST	localized significance thresholds
LUST	leaking underground storage tank
LUTP	Land Use/Transportation Policy
MBTA	Migratory Bird Treaty Act
MCE	Maximum Considered Earthquake
MEP	maximum extent practicable
MERV	Minimum Efficiency Reporting Value
Metro	Los Angeles County Metropolitan Transit Authority
mgd	million gallons per day
mi	miles
MPO	Metropolitan Planning Organization
MS4	medium and large municipal separate storm sewer systems
msl	mean sea level
mm	millimeters
M_{max}	maximum moment magnitude
MTA	Metropolitan Transportation Authority
MWD	Metropolitan Water District
MWh	Mega-Watt hours
N_2O	nitrous oxide
NAAQS	National ambient air quality standards
NAHC	Native American Heritage Commision
NFRAP	No Further Remedial Action Planned Sites

NO_2	nitrogen dioxide
NOP	Notice of Preparation
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
O_3	Ozone
OAL	California Office of Administrative Law
OPA	Owner Participation Agreement
OPR	Office of Planning and Research
Pb	lead
PCB	polychlorinated biphenyl
PCE	tetrachloroethylene
PEC	Potential environmental concern
PFC	perfluorocarbons
PGA	peak horizontal ground acceleration
PM	particulate matter
PM_{10}	respirable particulate matter
$PM_{2.5}$	fine particulate matter
ppd	pounds per day
ppm	parts per million
PRC	Public Resources Code
PSI	pounds per square inch
PUC	Public Utilities Commission (also see CPUC)
PWS	Public water suppliers
RCP	Regional Comprehensive Plan
RCPG	Regional Comprehensive Plan and Guide
RCRA	Resource Conservation Recovery Act
RD	Reporting District
REC	Recognized Environmental Condition
ROG	Reactive Organic Gases
ROWD	Report of Waste Discharge
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCG	Southern California Gas Company
SCH	State Clearinghouse
sf	square feet
SF_6	sulfur hexafluoride

SIP	State Implementation Plan
SLIC	Spills, Leaks, Investigation and Cleanup
SO_2	sulfur dioxide
SO_4	sulfates
SOx	sulfur oxides
SOPA	Society of Professional Archeologist
SPT	Standard Penetration Test
SR-110	Harbor Freeway
SRA	source receptor area
SRRE	Source Reduction and Recycling Element
SUSMP	Standard Urban Storm Water Mitigation Plan
SWAT	Solid Waste Assessment Test
SWF/LF	Solid Waste Information System
SWFP	Solid Waste Facility Permit
SWMP	Stormwater Management Plan
SWMPP	Solid Waste Management Policy Plan
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resource Control Board
TAC	Toxic Air Contaminants
TCM	transportation control measures
TDM	Transportation Demand Management Plan
TFAR	Transfer of Floor Area Rights
TIA	Traffic Impact Assessment
TOD	Transit Oriented District
TPH	total petroleum hydrocarbons
TSD	Treatment, Storage, and Disposal
TSP	Transportation Specific Plan
ULSD	Ultra Low Sulfur Diesel
US-101	Hollywood Freeway
USEPA/ U.S. EPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGBC	United States Green Building Council
USGS	U.S. Geological Survey
UST	underground storage tank
UWMP	Urban Water Management Plan
V/C	Volume-to-Capacity
VCP	Voluntary Cleanup Plan
VdB	Vibration decibels
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound

VRF	Variable Refrigerant Flow Air-conditioning
WE	Water Efficiency
WMA	Watershed Management Area
WMUDS	Waste Management Unit Database System
WSA	Water Supply Assessment
µg/m3	micrograms per cubic meter
ZIMAS	Zoning Information and Map Access System