



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: February 9, 2017
Time: After 8:30 A.M.
Place: Los Angeles City Hall
Council Chambers
200 North Spring Street, Room 340
Los Angeles, CA, 90012

Public Hearing: November 2, 2016
Appeal Status: General Plan Amendment is not appealable. Zone Change and Height District Change are appealable only by the applicant to City Council if disapproved in whole or in part. All other actions are appealable to City Council per LAMC Section 12.36-C.

Case Nos.: CPC-2016-2466-GPA-ZC-HD-VCU-CUB-SPR
CEQA No.: ENV-2016-2467-MND
Incidental Cases: N/A
Related Cases: CPC-2016-3044-DA
Council No.: 9 – Curren D. Price, Jr.
Plan Area: South Los Angeles
Specific Plan: South Los Angeles Alcohol Sales
Certified NC: Empowerment Congress North Area
Current GPLU: Community Commercial
Current Zone: [Q]C2-1VL-O
Proposed Zone: (T)(Q)C2-2D-O
Applicant: Vista Investments, LLC, Juan Llaca
Representative: Psomas, Paul Garry

Expiration Date: February 9, 2017
Multiple Approval: Yes

PROJECT LOCATION: 3031-3105 South Figueroa Street

PROPOSED PROJECT: The demolition of an existing two-story, 72-room Vagabond Inn and a free standing restaurant, and the construction, use and maintenance of a new seven-story dual branded hotel building with a maximum of 275 guest rooms and 1,400 square foot ground floor restaurant/café. Parking for 173 vehicles will be provided in one level of subterranean parking and one level of at-grade within the hotel building. The proposed building will be approximately 85-feet in height.

**REQUESTED
ACTIONS:**ENV-2016-2467-MND:

1. Pursuant to Sections 21082.1(c)(3) and 21081.6 of the California Public Resources Code, adopt the **Mitigated Negative Declaration** (Case No. ENV-2016-2467-MND) and **Mitigation Monitoring Program** for the above-referenced project;

CPC-2016-2466-GPA-ZC-HD-VCU-CUB-SPR


2. Pursuant to City Charter Section 555 and Los Angeles Municipal Code (LAMC) Section 11.5.6, a **General Plan Amendment** to amend the South Los Angeles Community Plan to:
 - a. amend Footnote No. 14 to allow hotel uses to be developed to a Floor Area Ratio of 3.0:1 with a corresponding Height District change to 2D and to exclude hotel uses from providing a minimum commercial floor area of no less than 0.5:1 and no more than 0.9:1;
3. Pursuant to L.A.M.C. Section 12.32-F a **Zone Change** and **Height District Change** from [Q]C2-1VL-O to (T)(Q)C2-2D-O to permit a maximum Floor Area Ratio of 3.0:1;
4. Pursuant to L.A.M.C. Sections 12.24-T and 12.24-W,24, a **Vesting Conditional Use** to permit a hotel development within 500 feet of a residentially zoned property;
5. Pursuant to L.A.M.C Section 12.24-W,1, a **Conditional Use** to permit the sale and dispensing of a full line of alcoholic beverages for on-site consumption in conjunction with a 275 room hotel and 1,400 square foot ground floor restaurant/café; and
6. Pursuant to LAMC Section 16.05, **Site Plan Review** for a for a development project which creates or results in an increase of 50 or more guest rooms; and

**RECOMMENDED
ACTIONS:**


1. **Recommend** that City Council **adopt** the **Mitigated Negative Declaration** (ENV-2016-2467-MND) and the **Mitigation Monitoring Program** as adequate environmental clearance;
2. **Recommend** that City Council **approve** a **General Plan Amendment** to amend the South Los Angeles Community Plan to:
 - a. Amend Footnote No. 14 to allow hotel projects to apply for Height District 2 and exclude hotel projects with 300 rooms or less from providing a mandated commercial floor area.
3. **Recommend** that City Council **approve** a **Zone Change** and **Height District Change** from [Q]C2-1VL-O (T)(Q)C2-2D-O, subject to the attached (T) and (Q) Conditions of Approval;
4. **Approve** a **Vesting Conditional Use** to permit a hotel development within 500 feet of a residentially zoned property;
5. **Approve** a **Conditional Use** to permit the sale and dispensing of a full line of alcoholic beverages for on-site consumption in conjunction with a 275 room hotel and 1,400 square foot ground floor restaurant/café;

6. **Approve a Site Plan Review** for a development which creates, or results in an increase of, 50 or more guest rooms;
7. **Adopt** the attached **Findings**;
8. **Advise** the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring; and
9. **Advise** the applicant that pursuant to State Fish and Game Code Section 711.4, Fish and Game Fee is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination (NOD) Filing.


VINCENT P. BERTONI, AICP
Director of Planning



Charles J. Rausch, Jr.
Associate Zoning Administrator



Nicholas Hendricks
Senior City Planner



Jordann Turner, Hearing Officer
City Planner
Telephone (213) 978-1365

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 532, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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B – Maps

 – Project Location

 – Radius Map

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C – Environmental Clearance:

 – ENV-2016-2467-MND and Addendum

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PROJECT ANALYSIS

PROJECT DESCRIPTION

The proposed development will consist of the construction of a new seven-story hotel building with a maximum of 275 guest rooms. The hotel will accommodate two different hotel brands within the building. An extended stay hotel brand will operate 150 larger all-suite rooms, and a select service brand will operate 125 standard hotel rooms. Parking for 173 vehicles will be provided in one level of subterranean parking and one level at-grade within the hotel building. The proposed building will be approximately 85'-0" to the top of the roof and 94'-0" feet tall to the top of the elevator penthouse above the roof.

Project Details

The project site is currently developed with a 72-room two-story Vagabond Inn and a free standing restaurant. The existing building will be demolished. The proposed project is comprised of a seven-story building covering the majority of the project site with pedestrian and vehicle access from Figueroa Street. There will be one lobby serving both brands on the ground floor with ground floor amenity areas, including a lounge for hotel patrons. An approximately 1,400 square foot public restaurant/café would also be located on the ground floor for general public use. An amenity deck on the second floor podium would provide a pool, barbeque area, and lounge area. An indoor fitness center along with small conference rooms, offices, lounges, and a laundry facility would also be located on the second floor.

The project is located within the University Park area of South Los Angeles. The applicant proposes a hotel building that is compatible in scale and enhances the character of the neighborhood, which includes commercial uses focused on Figueroa Street and multi-family buildings north and west of the project site. The project provides a pedestrian oriented connection and design elements reinforcing orientation to the street (including outdoor patio seating and main lobby entrance along Figueroa Street) to the surrounding area which is currently highlighted with by auto-oriented business, such as drive-thru restaurants, auto dealerships and mini-shopping centers.

Vehicular Access

Vehicular access to the parking will be provided from two driveways accessed from Figueroa Street. There is an existing driveway located on the abutting property to the north that is shared with the apartment building and with access guaranteed by a reciprocal access agreement. This driveway will also serve as a fire lane. This driveway will allow ingress and egress to the Site. A new driveway from Figueroa Street will be added to the south side of the Project site as well. This driveway will be for ingress only. Parking for 173 vehicles will be in a one-level subterranean garage and at ground level within the building. The hotel will provide 18 long-term and 18 short-term bicycle parking spaces for the hotel use to meet the requirement of providing 36 bicycle parking spaces.

Alcohol Service:

Alcohol service is proposed for on-site consumption only in conjunction with the operation of the hotel including the common areas (including lobby, second floor conference rooms, and outdoor courtyard and podium) and the proposed 1,400 square-foot restaurant café on the ground floor.

Development Agreement:

A concurrent Development Agreement between the Developer and the City of Los Angeles for the provision of community benefits will be considered separately under Case No. CPC-2016-3044-DA.

Project Location and Existing Uses:

The project is located on an approximately 1.4-acre site that is located in the University Park neighborhood near the University Of Southern California (USC) within the South Los Angeles Community Plan Area. The site is approximately 0.1 mile west of the Harbor (110) Freeway and 1.0 mile south of the Santa Monica (I-10) Freeway. The Project site is generally located on the west side of Figueroa Street between 30th Street and 31st Street. There are multi-family residential, commercial, and educational buildings on the north, south, east and west sides of the Project site. The Project site consists of one parcel and is currently developed with a two-story, 72-room Vagabond Inn and a free standing restaurant called the Trio House.

The Project site is also located approximately 650 feet northwest of the Jefferson/USC Station on the Metro Expo Line.

PROJECT BACKGROUND**Existing Land Use and Zoning:**

The subject property is located within the South Los Angeles Community Plan, which was last revised by the City Council on March 22, 2000. The Plan Map designates the project site for Community Commercial land uses. The Community Commercial land use designation includes corresponding zones of CR, C2, C4, RAS3, and RAS4. The Community Plan Map, through Footnote No. 1, limits the subject property to Height District No. 1. The project site is zoned [Q]C2-1VL-O and is limited to a Floor Area Ratio of 1.5:1, a height limit of 45-feet and a density equivalent to the R3 Zone. The subject property is also located within, the Exposition Park/USC Redevelopment Area, Transit Priority Area (ZI-2452), and the Los Angeles State Enterprise Zone (ZI-2374).

Additionally, Footnote No. 14 of the Community Plan states in part "Notwithstanding Footnote No.1, 100% commercial projects located on Community Commercial-designated properties on Figueroa Street and the west side of Flower Street shall be limited to the existing Height District 1 and a 1.5:1 FAR. However mixed-use (residential/commercial) developments may be designated Height District 2D, provided that the City approves the corresponding zone change to establish the Height District 2D, and provided that no such development exceeds a maximum total floor area ratio (FAR) of 3:1. Commercial uses in such mixed-use projects shall comprise no less than 0.5 and no more than 0.9 FAR. 100% residential development shall not be permitted."

Hotels as a use are not explicitly included within the definition of "mixed-use", and therefore hotel uses (either individually or as a component of a larger project) may not utilize Height District 2 limiting their scope to a Floor Area Ratio of 1.5:1. Although, hotels are permitted within commercial zones (either by-right or through the approval of a Conditional Use). However, the majority of hotel projects, provide ancillary commercial components primary to serve the hotel guests. Thus, the General Plan Amendment to amend Footnote No. 14 is requested to allow hotels uses to apply for Height District 2 and exclude hotel projects with 300 guestrooms or less from providing a minimum commercial floor area.

Proposed Land Use and Zoning

The applicant is requesting a General Plan Amendment to amend Footnote 14 to allow hotel projects to request a Zone Change to Height District 2. Concurrent with the General Plan Amendment is a Zone Change/Height District change request from [Q]C2-1VL-O to (T)(Q)C2-2D-O to allow the site to be built to a maximum Floor Area Ratio of 3.0:1 and have a density consistent with the R4 zone.

Surrounding Land Uses

The Project site is immediately surrounded by a mix of residential, retail, educational uses, and surface parking lots. Buildings range from low-rise to mid-rise buildings, which are physically separated from the Project site by secondary and local streets. On the west side of the site are 1-3 story apartment buildings along Shrine Place. Abutting the Project site to the south is the 3-story Robert Zemeckis Center for Digital Arts at USC with the approximately 5-story Shrine Auditorium and the 8-story University Gateway development farther south. Abutting the site to the north is a 3-story apartment building. On the east side of Figueroa Street, opposite the site are 1-story commercial buildings, surface parking lots for an automobile dealership, and 1-2 story residential buildings.

Streets, Circulation, and Public Transit

Figueroa Street, abutting the property to the east, is designated as an Avenue I, dedicated to a width of 100 feet and improved with asphalt roadway and concrete curb, gutters, and a sidewalk.

31st Street, opposite the project site is a Local Street designated to a width a 60-feet and improved with asphalt roadway and concrete curb, gutters, and a sidewalk.

The following transit lines provide service to and around the project site:

- Metro Expo Line Jefferson/USC Station (0.1 miles southeast);
- Metro Silver Line and Express: 950 and 950 along I-110
- Local Line: 81 (along Figueroa Street)

Related Cases**On-Site Related Cases**

Case No. CPC-2016-3044-DA: A concurrent Development Agreement between the Developer and the City of Los Angeles for the provision of community benefits will be considered separately under Case No. CPC-2016-3044-DA.

Case No. ZA-2008-4701-CUB: On August 7, 2009, the Zoning Administrator approved a Conditional Use to allow the sale and dispensing for consideration of a full line of alcoholic beverages for on-site consumption in conjunction with an existing restaurant.

My Figueroa Project: The MyFigueroa project will transform the Figueroa Corridor into a complete, multimodal street that better serves the needs of pedestrians, bicyclists, transit riders, and drivers alike. The project area is along Figueroa Street between 7th St and Martin Luther King Blvd, from Downtown to Expo Park.

Ordinance No. 173,809: On February 7, 2001, the City Council approved Ordinance 173,809, limits the FAR to the site to 1.5:1 and limits the permitted density to the R3 Zone (800 square feet per unit).

Off-Site Related Cases

CPC-2008-4228-ZC-HD-SPR: On June 10, 2009, the City Planning Commission approved a Zone and Height District change for mixed-use project consisting of 171 units and ground floor commercial uses located at 2700 South Figueroa Street.

CPC-2008-1552-CPU: South Los Angeles Community Plan Update

CPC-2006-7753-GPA: On March 27, 2007, the City Council adopted a General Plan (adding Footnote No. 14) for commercially designated properties on Figueroa Street and the west side of Flower Street from the Santa Monica Freeway on the north to Martin Luther King Jr. Boulevard to the south, allowing mixed-used projects to request Height District 2 up to an FAR of 3.0:1, allowing an FAR of 4.5:1 with the inclusion of affordable housing, requiring the commercial portion of mixed-use projects to provide no less than 0.5 and no more than 0.9 FAR and prohibiting 100% residential developments.

CPC-2006-7446-GPA-ZC-HD-ZV-BL-SPR: On April 20, 2007, the City Council approved a General Plan Amendment, Zone and Height District Change and Building Line Removal and other related entitlements for an eight-story mixed use building consisting of 421 residential units and ground floor commercial area at 3201 South Figueroa Street.

PUBLIC HEARING

On November 2, 2016, the Hearing Officer held a public hearing to take public testimony regarding the proposed project. The hearing was held at Los Angeles City Hall, 200 North Spring Street, 10th Floor, Room 1020, Los Angeles, CA 90012 at 2:00 p.m., and attended by members of the community, interested parties, the development team, and a representative from Council District 9. For further details, see Public Hearing and Communications, Page P-1 of this staff report.

Professional Volunteer Program (PVP)

The proposed project was reviewed by the Urban Design Studio's Professional Volunteer Program (PVP) on October 18, 2016. The comments from PVP for the original project design (prior to the redesign and changes noted below) are summarized herein:

- The overall building design is cluttered by incorporating unnecessary/modern elements onto a historic design (ie, modern windows, white balcony ledge, upper floor building eyebrow, curved corner, large signs). Should simplify the building design to be more coherent (by eliminating modern elements, or reconsidering historic aesthetic). Consider incorporating articulation from secondary elevations as they are have a more unified design concept.
- The Figueroa elevation should not conceal the second floor amenity spaces. Should include windows and openings to the second floor amenity spaces and better integrate them into the overall building design.
- The signage at the ground floor is excessively large and is not appropriately scaled for the pedestrian audience. Consider reducing the size of the pedestrian-level signage

above the storefront. Ensure it does not conflict with the tree canopy. Ensure the total signage area is permitted by code.

- The building base needs further articulation (it currently is very continuous and monotonous). Provide details on the treatment of the lobby entry. Ensure the commercial space is distinct from the hotel use.
- The tall blank wall along the firelane is very massive and may still be visible from the street. Should break down the scale of the wall by wrapping around features from either the front or side elevation.
- The overall vehicular circulation is not functional as it encourages cueing and valet returns along Figueroa. Provide details on the vehicular/parking access for the site (is the Figueroa opening enter-only? will valet use Figueroa to return cars?). Should step the internal valet lobby entrance inwards as much as possible to minimize cueing on the street.
- The secondary entrance along the firelane should be enhanced with landscaping to create a buffer from driveway traffic, in case hotel guests will pick up vehicles here.

In response to the PVP recommendations, the applicant has revised the project by incorporating the following improvements, as reflected in the current plan set, dated December 21, 2016.

Project Design Changes

- The modern style windows have been simplified to a more traditional style. The curved corner and signage, the white window ledges, and upper floor eyebrow we believe are historic style details. Examples are shown in the material board page related to Figueroa Street.
- The building base will continue to be detailed throughout the design and construction document process, but we have added more articulation of the limestone at the base with reveals, more pronounced columns, and more molding style details.
- The alley wall will have mesh green screen panels in scale to conceal the garage openings while also allowing light and air into the garage. Accent lighting along this wall has been added to help break up the mass of the second floor. The stair tower is an articulated metal panel that spans from ground to the roof, but along the rest of the façade there will be windows and molding details, simplified but in the same proportions and regularity as the Figueroa Street façade.
- Green screens will be designed and installed. A patterned concrete drive and accent lighting will also enhance that space for possible patrons. Any landscape in that area will be carefully studied to ensure the plants can handle the minimal sunlight available in the alley.

The applicant was not able to incorporate all of PVP's suggestions, but provided the following explanations where design changes were not feasible:

Second Floor. The goal of the second floor amenity spaces is for them to be inward facing spaces as they are only for the use of the hotel guests. Figueroa Street is a busy street, this portion of which does not benefit from a higher view down to the street level. The ground floor lobby and café space are meant to interact with the street and bring in the city activity, but the second floor spaces are a retreat from the city for the guests so

our team would like to keep the design with minimal second floor windows facing Figueroa Street.

Vehicular Access. The vehicular access was designed by the traffic company Fehr Peers who felt this design was the most efficient way to eliminate cueing and keep cars off of Figueroa. The entry is one way only, offering 2 lanes of entry with 90 feet of cueing space in addition to 3 dedicated loading spaces and an optional 5 more cueing spaces should the lot be particularly busy. In cases of high traffic, there will be an option to have a valet pick up location at the north corner of the hotel in the alley by the café to eliminate valet circling the 200 feet along Figueroa Street, and allowing for 208 feet of cueing space along the alleyway. The alley is shared space with the neighboring building so the owner's preference is to not use that as a valet cueing space except when necessary to decrease build-up of cars.

CONCLUSION

The redevelopment of the project site from an outdated 72-room motel into a 275-room modern hotel will assist in South Los Angeles's and the Figueroa Corridor's ongoing evolution as a mixed-use community with commercial and residential development. The proposed hotel's guest rooms in addition to its new amenities will enhance the built environment of the University Park area and South Los Angeles as a whole and provide essential (lodging) and beneficial services to the community and City. University Park is a regional and international destination including the U.S.C campus and nearby Exposition Park with its museum and athletic stadiums and facilities. Furthermore, the hotel's design will complement existing uses nearby, including the Shrine Auditorium and University Gateway student housing development to the south.

Based on the information submitted to the record, the surrounding uses, input from the public hearing, the proposed project's compliance with the South Los Angeles Community Plan and the Municipal Code and good planning and zoning practices, the Department of City Planning recommends that the City Planning Commission approve the requested entitlements.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

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

Dedications and Improvements. Prior to the issuance of any building permits, the following public improvements and dedications for streets and other rights of way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional and federal government agencies, as may be necessary):

Responsibilities/Guarantees.

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
2. **Bureau of Engineering.** Prior to issuance of sign offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.

a. Street Dedications.

Figueroa Street (Avenue I) – Dedicate 0.5-foot wide strip of land along the property frontage to complete a 50-foot wide half right-of-way in accordance with Avenue I standards of Mobility Plan 2035.

b. Street Improvements.

1. Figueroa Street – Construct additional concrete sidewalk in the newly dedicated area. Repair and/or replace any broken, off-grade or bad order concrete curb, gutter and sidewalk. Close any unused driveways with full height curb, gutter and sidewalk. Upgrade all driveways to complete with ADA requirements. Repair or replace other existing public improvements that may get damaged during construction of the proposed project. These improvements should suitably transition to join the existing and proposed improvements.
2. Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.
3. Street lighting may be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

- c. Roof drainage and surface run-off from the property shall be collected and treated at the site and drained to the streets through drain pipes constructed under the sidewalk through curb drains or connections to the catch basins.
- d. Sewer lines exist in Figueroa Street. Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit at (213) 482-7050.
- e. Submit a parking area and driveway plan to the Central District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

3. Street Lighting.

- a. Prior to recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.
- b. Construct new street lights: one (1) on Figueroa Street. If street widening per BOE improvement conditions, relocate and upgrade street lights; one (1) on Figueroa Street

4. Urban Forestry – Street Trees. The developer shall plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. All street tree plantings shall be brought up to current standards. The actual number and location of new trees shall be determined at the time of tree planting. The contractor shall notify the Urban Forestry Division at 213-847-3077 five working days prior to constructing the side walk for marking of the tree locations and species.

Note: Removal of parkway trees or Protected Trees requires the Board of Public Works' approval. Contact Urban Forestry Division at 213-847-3077 for tree removal permit information

5. Department of Transportation. Suitable arrangements shall be made with the Department of Transportation to assure that a parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 201 N. Figueroa Street Suite 400, Station 3. For an appointment, call (213) 482-7024.

6. Fire Department. Submit plot plans for Fire Department approval and review prior to the issuance of a building permit. The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished BY APPOINTMENT ONLY, in order to assure that you receive service with a minimum amount of waiting please call (213) 482-6504. You should advise any consultant representing you of this requirement as well.

- a. Access for Fire Department apparatus and personnel to and into all structures shall be required.

- b. Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units
- c. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- d. Any required Fire Annunciator panel or Fire Control Room shall be located within 50ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.
- e. Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.
- f. Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.
- g. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- h. Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend unto the roof.
- i. Entrance to the main lobby shall be located off the address side of the building.
- j. Any required Fire Annunciator panel or Fire Control Room shall be located within 50ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.
- k. Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.
- l. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- m. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- n. The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
- o. Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
- p. Where fire apparatus will be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot.

- q. Submit plot plans indicating access road and turning area for Fire Department approval.
- r. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.
- s. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- t. Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.
- u. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
- v. The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.
- w. Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.
- x. 5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.
- y. The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished BY APPOINTMENT ONLY, in order to assure that you receive service with a minimum amount of waiting please call (213) 482-6509. You should advise any consultant representing you of this requirement as well.

(Q) QUALIFIED CONDITIONS OF APPROVAL

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

1. **Use.** The use of the subject property shall be limited to the uses as permitted in the C2 Zone as defined in LAMC Section 12.14 except as modified by the conditions herein or subsequent action.
2. **Development.** The use and development of the subject property shall be in substantial conformance with the site plan, floor plan, elevations, and renderings labeled Exhibit "A" dated December 21, 2016. Minor deviations may be allowed in order to comply with provisions of the Municipal Code.
3. **Density.** A maximum of 275 guestrooms and a maximum of 1,400 square feet of commercial or restaurant space shall be permitted.
4. **Conversion.** The hotel shall not be converted into a primary residential building.
5. **Development Agreement.** Prior to the issuance of a certificate of occupancy for this project, the Department of Building and Safety shall confirm that the public benefits, as identified in Case No. CPC-2016-3044-DA, have been satisfied.

“D” DEVELOPMENT LIMITATIONS

Pursuant to Section 12.32-G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “D” Development Limitations.

1. **Height.** The maximum building height shall not exceed 85 feet, except as otherwise permitted in Section 12.21.1-B of the Municipal Code.
2. **Floor Area.** The total floor area of the hotel shall not exceed 177,253 square feet (or an FAR of 2.90:1, whichever is less), as shown on Exhibit “A”, dated December 21, 2016.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.24 and 16.05 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

Entitlement Conditions.

1. **Use.** Authorized herein is a seven-story, hotel with 275 guestrooms and 1,400 square feet of ground floor commercial area for a restaurant/café.
2. **Parking.**
 - a. Automobile parking shall be provided in conformance with L.A.M.C. Section 12.21-A,4.
 - b. **Electric Vehicle Parking.** Electric Vehicle Parking. At least twenty percent (20%) of the total Code-required parking spaces shall be provided with EV chargers to immediately accommodate electric vehicles within the parking areas. When the application of the 20% results in a fractional space, round up to the next whole number. A label stating "EVCAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.
 - c. Bicycle parking shall be provide in conformance with L.A.M.C. Section 12.21-A,16.
3. **Department of Transportation.**
 - a. A minimum of 20-foot reservoir space be provided between any security gate(s) and the property line.
 - b. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or sidewalk.
 - c. A parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 201 N. Figueroa Street Suite 400, Station 3.
4. **Trash/recycling.** Trash and Recycling pick-up and emptying or disposing of trash/recycling into outside containers is permitted to occur only between the hours of 7:00 a.m. and 8:00 p.m., Monday through Friday, and 10 a.m. to 4 p.m., Saturdays and Sundays.
 - a. Trash/recycling containers shall be locked when not in use.
 - b. Trash/recycling containers shall not be placed in or block access to required parking.
5. **Solar Panels.** The project shall install solar panels on the rooftop level.
6. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.
7. **Light and Glare.** Exterior screening shall be installed to minimize the spill light from luminaires within open structure buildings from reaching beyond the Project Site. The screening shall also be installed so as to minimize the views and potential glare of

headlights of motor vehicles within the garage from beyond the Project Site boundary. Screening measures may include, but are not limited to, shielding attached to the luminaire, building, or site structures.

8. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
9. **Landscaping.** The private terraces for the guest rooms on the third floor level shall be separated by permanent planters.

Conditional Use-Beverage Conditions

10. Approved herein is a Conditional Use to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption in conjunction with a 275-room hotel and 1,400 ground floor commercial area which shall be limited to the following locations:
 - a. A 1,400 square-foot ground floor restaurant area (including outdoor seating area).
 - b. Hotel first floor lobby/lounge;
 - c. Second floor meeting rooms;
 - d. Podium level lounge; and
 - e. Controlled-access liquor cabinets ("mini bars") located inside guest rooms.
11. **Sidewalk dining.** The outdoor seating area located within the public right-of-way shall obtain approval of a revocable permit from the Department of Public Works', Bureau of Engineering (BOE). A copy of the approved permit shall be submitted to the Development Services Center or Conditions Compliance Unit along with a plans showing the layout of tables and chairs approved by BOE.
12. The authorization granted herein for the sale of a full line of alcoholic beverages for on- site consumption on the subject premises is for the duration of establishment. Thereafter, a new authorization shall be required to continue the sale of alcoholic beverages for on-site consumption.
13. If at any time during the period of the grant, should documented evidence be submitted showing continued violation(s) of any condition(s) of the grant, resulting in a disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties, the Zoning Administrator shall have the right to require the applicant 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, the conditions of the grant. The applicant shall be required to submit a summary and supporting documentation demonstrating how compliance with each condition of the grant has been attained. Upon review, the Zoning Administrator may modify, add or delete conditions and reserves the right to conduct the public hearing for nuisance abatement revocation purposes if so warranted by documentation.
14. No dancing, live entertainment, karaoke or pool or billiard tables are permitted on the premises.

15. The operator shall be responsible for mitigating the potential negative impacts of its operation on surrounding users, especially, noise derived from patrons exiting and crowd control during entry and exiting.
16. Within six months of the effective date of this action, all employees involved with the sale of alcoholic beverages shall enroll in the Los Angeles Police Department "Standardized Training for Alcohol Retailers" (STAR). Upon completion of such training, the applicant shall request the Police Department to issue a letter identifying which employees completed the training. The applicant shall transmit a copy of the letter from the Police Department to the Conditional Compliance Unit of the Department of City Planning as evidence of compliance. Employees shall attend the training on an annual basis.
17. An electronic age verification device shall be retained on the premises available for use during operational hours at each point of sale location. This device shall be maintained in operational condition and all employees shall be instructed in its use.
18. No cover charge or admission fee shall be charged to enter the premises and the premises shall not be utilized in any manner that would characterize the use as a night club. The subject premises shall not be leased to third-party promoters, rave parties or similar events. There shall be no restricting age to any areas within the hotel.
19. The premises shall maintain a bona fide eating place (restaurant) with operational kitchen and shall provide a full menu containing an assortment of foods normally offered in such restaurants. Food service of the full menu shall be available at all times during all operating hours.
20. The business operator shall maintain on the premises, and present upon request to any law enforcement officer, a copy of the Business Permit, Insurance information, and a valid emergency contact phone number used by the business.
21. The applicant shall be responsible for maintaining free of litter the area adjacent to the premises.
22. The approved conditions shall be retained on the premises at all times and produced immediately upon request of the Police Department or Department of City Planning. All employees working in the restaurant shall be knowledgeable of these conditions and shall sign a document acknowledging receipt of these conditions.
23. **Prior to the beginning of operations**, the applicant shall notify the Condition Compliance Unit via email or U.S. Mail when operations are scheduled to begin and shall submit a copy of the Certificate of Occupancy for the Case File. The notification shall be submitted to planning.ccu@lacity.org, with the subject of the email to include the case number, "**CPC-2016-2466-GPA-ZC-HD-VCU-CUB-SPR /Operation Notification**". The applicant shall also submit (attached or mailed) evidence of compliance with any conditions which require compliance "prior to the beginning of operations" as stated by these conditions.
24. **Prior to the beginning of operations**, the manager of the facility shall be made aware of the conditions and shall inform his/her employees of the same. A statement with the signature, printed name, position and date signed by the manager and his/her employees shall be provided to the Condition Compliance Unit within 30 days of the beginning day of operation of the establishment. The statement shall read as follows,

We, the undersigned, have read and understand the conditions of approval to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption in

conjunction with the operation of a hotel and/or restaurant, and agree to abide and comply with said conditions.

25. Should there be a change in the ownership and/or the operator of the business, the property owner and the business owner or operator shall provide the prospective new property owner and the business owner/operator with a copy of the conditions of this action prior to the legal acquisition of the property and/or the business.
26. **MViP – Monitoring, Verification and Inspection Program.** At any time, before, during, or after operating hours, a City inspector may conduct a site visit to assess compliance with, or violations of, any of the conditions of this grant. Observations and results of said inspection will be documented and used to rate the operator according to the level of compliance. If a violation exists, the owner/operator will be notified of the deficiency or violation and will be required to correct or eliminate the deficiency or violation. Multiple or continued documented violations or Orders to Comply issued by the Department of Building and Safety which are not addressed within the time prescribed therein, may result in denial of future requests to renew or extend this grant.

Environmental Conditions

27. Air Quality.

- a. All off-road construction equipment greater than 50 hp shall meet US EPA Tier 4 emission standards, where available, to reduce NOx, PM10 and PM2.5 emissions at the Project site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks) and if the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained, the Lead Agency shall require trucks that meet U.S. EPA 2007 model year NOx emissions requirements.
- b. Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained, the Lead Agency shall require trucks that meet U.S. EPA 2007 model year NOx emissions requirements.

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

- a. Proposed project activities (including disturbances to native and nonnative vegetation, structures, and substrates) should take place outside of the breeding season for birds which generally runs from March 1 to August 31 (and as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill (California Fish and Wildlife Code Section 86).
- b. If proposed project activities cannot feasibly avoid the breeding season, no earlier than 30 days prior to the disturbance of suitable nesting habitat, the Applicant shall:
 - i. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the proposed project site, as access to adjacent areas allows. The survey shall be

conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than three days prior to the initiation of clearance/construction work.

- ii. If a protected native bird is found, the Applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
- iii. Alternatively, the Qualified Biologist could continue the survey in order to locate any nests. If an active nest is located, clearing and construction (within 300 feet of the nest or as determined by a qualified biological monitor) shall be postponed until the nest is vacated and juveniles have fledged, and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
- iv. If the Qualified Biologist determines that a narrower buffer between the construction activities and the observed active nests is warranted, the Qualified Biologist may submit a written explanation as to why (e.g., species-specific information; ambient conditions and bird's habituation to them; terrain, vegetation, and birds' lines of sight between the construction activities and the nest and foraging areas) to the City and, upon request, the CDFW. Based on the submitted information, the City, acting as the Lead Agency (and CDFW, if CDFW requests) shall comply with the buffer zone recommended in the Qualified Biologist report.
- v. The Applicant shall record the results of the recommended protective measures described previously to document compliance with applicable State and federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the proposed project.

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

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

30. Grading (20,000 Cubic Yards, or 60,000 Square Feet of Surface Area or Greater)

- a. A deputy grading inspector shall be on-site during grading operations, at the owner's expense, to verify compliance with these conditions. The deputy inspector shall report weekly to the Department of Building and Safety (LADBS); however, they shall immediately notify LADBS if any conditions are violated.

- b. "Silt fencing" supported by hay bales and/or sand bags shall be installed based upon the final evaluation and approval of the deputy inspector to minimize water and/or soil from going through the chain link fencing potentially resulting in silt washing off-site and creating mud accumulation impacts.
- c. "Orange fencing" shall not be permitted as a protective barrier from the secondary impacts normally associated with grading activities.
- d. Movement and removal of approved fencing shall not occur without prior approval by LADBS.

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

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

32. Public Services (Fire). The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department prior to the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall be no more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

33. Public Services (Police). The plans shall incorporate the *Design Guidelines* (defined in the following sentence) 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 West 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.

34. Transportation (Haul Route).

- a. The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- b. The applicant shall be limited to no more than two trucks at any given time within the site's staging area.
- c. 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.

- d. No hauling shall be done before 9 a.m. or after 3 p.m.
- e. Trucks shall be spaced so as to discourage a convoy effect
- f. 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.
- g. Truck crossing signs are required within 300 feet of the exit of the project site in each direction.
- h. 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.
- i. Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.
- j. Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.
- k. 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.
- l. 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.
- m. 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.
- n. Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- o. 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.

35. Tribal Cultural Resources. During the course of any ground disturbance activities, the applicant, or their agent, shall retain a professional Native American monitor(s). Ground disturbance activities shall include the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity. Monitoring of the project site during ground disturbance activities shall comply with the following:

- a. The applicant, or their agent, shall obtain a professional Native American monitor, or monitors, by contacting the Gabrieleno Band of Mission Indians. Prior to the issuance of a

grading permit, evidence shall be provided to the Department of City Planning that monitor(s) have been obtained;

- b. A monitor shall be secured for each grading unit. In the event that there are simultaneous grading units operating at the same time, there shall be one monitor per grading unit;
- c. In the event that subsurface archaeological resources, human remains, or other tribal cultural resources are encountered during the course of ground disturbance activities, all such activities shall temporarily cease on the project site until the archaeological or other tribal cultural resources are assessed and subsequent recommendations are determined by a qualified archaeologist. In the event that human remains are discovered, there shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, including the required notification to the County Coroner and the Native American Heritage Commission;
- d. In the event that subsurface resources are encountered during the course of ground disturbance activities, the qualified archaeologist on site shall specify a radius around where resources were encountered to protect such resources until the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 have been fulfilled. Project activities may continue outside of the designated radius area.

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

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

Administrative Conditions of Approval

- 37. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
- 38. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.

39. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
40. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
41. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
42. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
43. **Corrective Conditions.** The authorized use shall be conducted at all time with due regards to the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code to impose additional corrective conditions, if in the Commission's or Director's opinion such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
44. **Expediting Processing Section.** Prior to the clearance of any conditions, the applicant shall show that all fees have been paid to the Department of City Planning Expedited Processing Section.
45. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

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

initial deposit be less than \$25,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

NOTE TO THE STATE OF CALIFORNIA DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL (ABC)

CONDITIONS IDENTIFIED FOR CONSIDERATION BY THE STATE DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL RELATIVE TO THE SALE AND DISTRIBUTION OF ALCOHOLIC BEVERAGES

In approving the instant grants, the City Planning Commission has not imposed Conditions specific to the sale or distribution of alcoholic beverages, even if such Conditions have been volunteered or negotiated by the applicant, in that the City Planning Commission has no direct authority to regulate or enforce Conditions assigned to alcohol sales or distribution.

The City Planning Commission has identified a set of Conditions related to alcohol sales and distribution for further consideration by the State of California Department of Alcoholic Beverage Control (ABC). In identifying these conditions, the City Planning Commission acknowledges the ABC as the responsible agency for establishing and enforcing Conditions specific to alcohol sales and distribution. The Conditions identified below are based on testimony and/or other evidence established in the administrative record, and provide the ABC an opportunity to address the specific conduct of alcohol sales and distribution in association with the Conditional Use granted herein by the City Planning Commission.

They may include those identified during hearing testimony, received as part of correspondence via stakeholder groups, city agency, other responsible agency, Council District, Mayor's office, etc.)

For the hotel lounge/lobby, second floor and podium level lounge:

1. The sale of a full line of alcoholic beverages shall be limited from 6 a.m. to 2 a.m. daily.
2. No "Happy Hour" type of reduced-price alcoholic beverage or "2 for 1" promotion shall be allowed at any time. Discounted food promotions are encouraged.
3. No alcohol shall be allowed to be consumed on any adjacent property under the control of the applicant.
4. There shall be no exterior advertising of any kind or type, including advertising directly to the exterior from within, promoting or indicating the availability of alcoholic beverages. Interior displays of alcoholic beverages or signs which are clearly visible to the exterior shall constitute a violation of this condition.
5. The sale of alcoholic beverages for consumption off the premises is prohibited.
6. The off-site sale of alcoholic beverages as a secondary use (i.e., "take out") is not permitted.
7. The alcoholic beverage license for the restaurant shall not be exchanged for a public premises type license nor operated as a public premises.
8. Signs shall be prominently posted in English and the predominant language of the facility's clientele, if different, stating that California State Law prohibits sale of alcoholic beverages to persons who are under 21 years of age.

For the restaurant:

1. The sale of a full line of alcoholic beverages shall be limited from 6 a.m. to 2 a.m. daily.
2. No "Happy Hour" type of reduced-price alcoholic beverage or "2 for 1" promotion shall be allowed at any time. Discounted food promotions are encouraged.
3. No alcohol shall be allowed to be consumed on any adjacent property under the control of the applicant.

4. There shall be no exterior advertising of any kind or type, including advertising directly to the exterior from within, promoting or indicating the availability of alcoholic beverages. Interior displays of alcoholic beverages or signs which are clearly visible to the exterior shall constitute a violation of this condition.
5. The sale of alcohol shall be incidental to the sale of food.
6. The sale of alcoholic beverages for consumption off the premises is prohibited.
7. The quarterly gross sales of food shall not exceed the quarterly gross sales of alcohol. The business operator shall maintain records which reflect these numbers and make them available to the Police Department upon request.
8. No signs are permitted on the outside of the building or directed from the inside to the outside which display or advertise the availability of alcoholic beverages.
9. The off-site sale of alcoholic beverages as a secondary use (i.e., "take out") is not permitted.
10. All service of alcoholic beverages shall be conducted by a waitress or waiter or bartender.
11. Alcohol may only be served to patrons who are seated at a table or seated at the bar and only in conjunction with a food order. Patrons shall not be served while standing or while waiting to be seated.
12. The alcoholic beverage license shall not be exchanged for a public premises type license nor operated as a public premises.

FINDINGS

General Plan/Charter Findings

1. General Plan Land Use Designation.

The subject property is located within the South Los Angeles Community Plan, which was last revised by the City Council on March 22, 2000. The Plan Map designates the project site for Community Commercial land uses. The Community Commercial land use designation includes corresponding zones of CR, C2, C4, RAS3, and RAS4. The Community Plan Map, through Footnote No. 1, limits the subject property to Height District No. 1. The project site is zoned [Q]C2-1VL-O and is limited to a Floor Area Ratio of 1.5:1, a height limit of 45-feet and a density equivalent to the R3 Zone. Furthermore, the project site is subject to Footnote No. 14 which in part states:

“Notwithstanding Footnote No.1, 100% commercial projects located on Community Commercial-designated properties on Figueroa Street and the west side of Flower Street shall be limited to the existing Height District 1 and a 1.5:1 FAR. However mixed-use (residential/commercial) developments may be designated Height District 2D, provided that the City approves the corresponding zone change to establish the Height District 2D, and provided that no such development exceeds a maximum total floor area ratio (FAR) of 3:1. Commercial uses in such mixed-use projects shall comprise no less than 0.5 and no more than 0.9 FAR. 100% residential development shall not be permitted.”

The goal of Footnote 14, is to encourage the development of traditional (residential/commercial) mixed-used buildings to activate and create a pedestrian environment for the Figueroa Corridor, by mandating a minimum amount of commercial square-footage. The original footnote was placed in the Plan to allow the Figueroa Corridor to permit larger mixed-use building than the former Height District requirement for the area. At the time the footnote was developed for the area, the inclusion of hotels was not taken into account. The addition of hotels (which are considered residential building by the Department of Building and Safety) to the area is needed because of the lack of hotels in the area. The only hotel, which was across from the U.S.C. campus was purchased by the University (Radisson Los Angeles Midtown) and is used for non-hotel uses and hotel uses. Thus there are no full service hotels in the Figueroa Corridor from Exposition Park to downtown Los Angeles. Development of the proposed hotel site will assist in South Los Angeles's and the Figueroa Corridor's ongoing evolution as a mixed-use community with commercial and residential development. The proposed hotel's 275 guest rooms in addition to its new amenities will enhance the built environment of South Los Angeles and provide essential and beneficial services to the community and City. University Park is a regional and international destination including the U.S.C campus and nearby Exposition Park with its museum and athletic stadiums and facilities.

Thus, the General Plan Amendment to amend Footnote No. 14 is allow hotels uses to apply for Height District 2 (and an FAR of 3.0:1) and exclude hotel projects with 300 guestrooms or less from providing a minimum commercial floor area will permit a large buildings than would otherwise be allowed with a 1.5:1 FAR. This in turn would help accommodate the inclusion of extended stay guest rooms which require a larger floor area than standard size guest rooms. The 275 guest rooms in the proposed Project would also provide new guest accommodation opportunities for faculty and parents visiting the nearby USC campus. There is only one select-service hotel near the USC Campus (the 240-room Radisson Midtown Hotel at 3540 S. Figueroa Street). The second proposed select service hotel, this

one offering extended stay suites, would serve the public convenience and necessity in the USC hotel market area.

Additionally, the General Plan Amendment will encourage projects that will revitalize older commercial corridors. Redevelopment of the property through the use of the additional floor area fulfills the intent behind the Community Plan, by replacing an 53-year old 73-unit motel with a much needed modern hotel to serve the needs of the residents and visitors to the USC neighborhood with accessory commercial services open to both guests of the development and residents of the community. While providing new hotel guest rooms needed to meet the City's growing population, the Applicant's proposed General Plan Amendment fulfills a number of goals important to the City:

Thus, the General Plan Amendment to amend Footnote No. 14 is allow hotels uses to apply for Height District 2 and exclude hotel projects with 300 guestrooms or less from providing a minimum commercial floor area is necessary to provide consistency and conformity to the land use and zoning provisions of the South Los Angeles Community Plan to facilitate the development of hotels at an appropriate scale within the area.

Upon approval of the concurrent Zone and Height District Change would change the zoning of the subject property from [Q]C2-1VL-O site to (T)(Q)C2-2D-O and would be allowed to built to a Floor Area Ratio of 3.0:1 and have a density consisted with the R4 zone. The proposed Project would be consistent with the proposed revision to Footnote No. 14 and permit development of the Project and it's much needed hotel accommodations.

2. General Plan Text.

- a. **South Los Angles Community Plan.** The Community Plan text includes the following relevant land use goals, objectives, and policies:

Goal 2. A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the district.

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

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

Policy 2-1.3. Commercial areas should be consolidated and deepened to stimulate existing businesses, create opportunities for new development and off-street parking, expand the variety of goods and services, and improve shopping convenience as well as offer local employment.

Policy 2-1.5. Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.

Objective 2-5. To enhance the appearance of commercial districts.

Policy 2-5.1. Improve the appearance of landscaping and commercial properties.

Policy 2-5.3. Improve safety and aesthetics of parking areas in commercial areas.

In addition to the land use goal, policies, and objectives described above, the project is consistent with the following design policies within the Urban Design Chapter of the Community Plan:

Site Planning. Structures shall be oriented toward the main commercial street where a parcel is located and shall avoid pedestrian/vehicular conflicts by:

- Where appropriate, locate retail and commercial service uses along frontages of commercial developments.
- Providing front pedestrian entrances for businesses fronting on main commercial streets.
- Providing pedestrian access from the front of building to rear parking for projects with wide frontages.
- Requiring site plans which include ancillary structures, service areas, pedestrian walkways, vehicular paths, loading areas, drop off, and landscaped areas.

Height and Building Design. The project is consistent with the following policies regarding height and building design.

- Maximize the area devoted to transparent building elements, such as windows and doors, on front facades. However, facades facing rear parking areas, shall limit such transparent elements to at least 20% of the frontage.
- Require the use of articulations, recesses, surface perforations, porticoes to break up long, flat building facades.
- Provide accenting, complementary building materials to building facades.
- Screen mechanical and electrical equipment from public view.
- Screen all rooftop equipment and building appurtenances from public view.
- Require the enclosure of trash areas for all projects.

Light and Glare.

- Install on-site lighting along all pedestrian walkways and vehicular access ways.
- Shield and direct on-site lighting onto driveways and walkways, and away from adjacent residential uses.

The General Plan Amendment to amend Footnote No. 14 and the Zone and Height District Change to (T)(Q)C2-2D-O would allow a maximum FAR of 3.0 to 1. The project, at an FAR of 2.90:1, allows for the redevelopment of a large parcel of land within South Los Angeles into a larger hotel with residential (a hotel) and commercial (restaurant/cafe) uses and will result in a demand for local workers and local goods and services. The project will accommodate two different hotel brands within the building. An extended stay hotel brand will operate 150 larger all-suite rooms, and a select service brand will

operate 125 standard hotel rooms. There will be one lobby serving both brands on the ground floor with ground floor amenity areas, including a lounge for hotel patrons. An approximately 1,400 square foot public restaurant/café would also be located on the ground floor for general public use. An amenity deck on the second floor podium would provide a pool, barbeque area, and lounge area. An indoor fitness center along with small conference rooms, offices, lounges, and a laundry facility would also be located on the second floor. Parking (173 provided and 171 required) will be provided in one level of subterranean parking and one level at-grade within the hotel building. The proposed building will be approximately 85'-0" to the top of the roof and 94'-0" feet tall to the top of the elevator penthouse above the roof.

The project also promotes economic well-being and public convenience by providing short-term, overnight accommodations within proximity to many of the USC/Exposition Park area and well as to the Metro Exposition Line with access to downtown Los Angeles, Culver City, and Santa Monica.

- b. **South Los Angeles Alcohol Sales Specific Plan.** The project site is located within the boundaries of the South Los Angeles Alcohol Sales Specific Plan, which seeks to regulate off-site consumption alcohol sales within the plan area. Since the proposed project will includes the sale of a full line of alcoholic beverage for on-site consumption only in conjunction with the operation of the proposed hotel and restaurant, the Specific Plan is not applicable to the project site.
- c. **Land Use Chapter, Framework Element.** The Framework Element of the General Plan was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, and public services.

The project will support and will be generally consistent with the General Plan Framework Land Use Chapter, as it will introduce a new commercial use to a site currently used as a 72-room hotel and standalone restaurant. In addition, the project will comply with the following goals, objectives, and policies set forth in the General Plan Framework Land Use Chapter as follows:

Goal 3A. A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more liveable city.

Objective 3.1. Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

Policy 3.1.1. Identify areas on the Long-Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.

Policy 3.1.5. Allow amendments to the community plans and coastal plans to further refine General Plan Framework Element land use boundaries and categories to reflect local conditions, parcel characteristics, existing land uses, and public input. These changes shall be allowed provided (a) that the basic differentiation and relationships among land use districts are maintained, (b) there is no reduction in overall housing capacity, and (c) additional environmental review is conducted in accordance with the California Environmental Quality Act should the impacts of the changes exceed the levels of significance defined and modify the conclusions of the Framework Element's Environmental Impact Report.

Policy 3.1.6. Allow for the adjustment of General Plan Framework Element land use boundaries to account for changes in the location or introduction of new transit routes and stations (or for withdrawal of funds) and, in such cases, consider the appropriate type and density of use generally within one quarter mile of the corridor and station to reflect the principles of the General Plan Framework Element and the Land Use/Transportation Policy.

Objective 3.4. Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

The project will contribute toward and facilitate the City's long-term fiscal and economic viability by adding 275 short-term, overnight hotel rooms close to the U.S.C campus and Exposition Park. The project's proximity to the Metro Exposition Line, local and express bus lines and other transit connections will reduce vehicular trips to and from the project, vehicle miles traveled, and improve air pollution; and its location within an existing, high-intensity commercial district along Figueroa Street, (a designated Avenue I will enable the city to conserve nearby existing stable residential neighborhoods and lower-intensity commercial districts. Such attributes support an FAR to 3.0:1.

- d. **Health and Wellness Element.** Plan for a Healthy Los Angeles, the Health and Wellness Element of the General Plan, calls for the promotion of a healthy built environment in a manner that enhances opportunities for improved health and well-being, and which promotes healthy living and working conditions. The proposed project complies with the following policies:

Policy 3.2.1. Pattern of development that considers proximity to public transit corridors and station.

Policy 3.2.3. Land use patterns that emphasize pedestrian/bicycle access

Policy 3.4.1. Encourage new development to be located near rail and bus transit stations and corridors.

Policies 3.8.4-3.8.6. Promote pedestrian activity (streetscape improvements) in neighborhood districts.

The project locates jobs and commercial space within walking distance to several Metro Local, Rapid, and Express bus stops and the Metro Expo Line stop at Jefferson/USC Station. Short-term and long-term bicycle parking will be available within the building to allow for an alternative mode of transportation to and from the project site. Further, the

ground floor includes a 1,400 square-foot restaurant/café to enhance and activate the pedestrian experience on and around the project site.

- e. **Mobility Element.** The Mobility Element of the General Plan (Mobility Plan 2035) is likely to be affected by the recommended action herein through the imposition of street dedications and improvements surrounding the project site. Figueroa Street is designated as an Avenue I under Mobility Plan 2035, dedicated to a half right-of-way width of 45 feet and improved with asphalt roadway and concrete curb, gutters, and a sidewalk. Dedications and improvements have been imposed under the (T) Tentative Classification conditions contained within this staff report.

The proposed project is in conformance with the Mobility Element policies listed below:

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

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

Policy 2.6. Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.

Policy 2.10. Facilitate the provision of adequate on and off-street loading areas.

Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

Policy 3.8. Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The project site is well-served by public transit; several Metro Local, Rapid, and Express bus stops and the Metro Expo Line stop at Jefferson/USC Station are within walking distance of the subject property. The project includes 18 short-term and 18 long-term bicycle parking spaces and related facilities in accordance with the provisions of the LAMC. These facilities are located in direct proximity to the street, with designated access intended to reduce conflicts between pedestrians and vehicles.

- f. **Sewerage Facilities Element.** The Sewerage Facilities Element of the General Plan will not be affected by the recommended action. While the sewer system is likely able to accommodate the total flows for the proposed project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.
- g. **Street Lights.** Any City required installation or upgrading of street lights is necessary to complete the City street improvement system so as to increase night safety along the streets which adjoin the subject property.

3. Charter Findings – City Charter Sections 555, 556, and 558 (General Plan Amendment)

- a. **Amendment in Whole or in Part.** The General Plan Amendment before the City Planning Commission represents an Amendment in Part of the South Los Angeles Community Plan, signifying a change to the physical identity of the project site, which is currently subject to Footnote 14. The Plan Amendment to amend Footnote No 14 would allow the project (a hotel) to be built to a Floor Area Ratio of 3.0:1. The proposed Project will conform with good planning practices because it will be required to provide a mix of, commercial and hotel uses, in an area of the City lacking hotels and near a light-rail station. The original footnote was placed in the Plan to allow the Figueroa Corridor to permit larger mixed-use building than the former Height District requirement for the area. At the time the footnote was developed for the area, the inclusion of hotels was not taken into account. The addition of hotels (which are considered residential building by the Department of Building and Safety) to the area is needed because of the lack of hotels in the area. The only hotel, which was across from the U.S.C. campus was purchased by the University (Radisson Los Angeles Midtown) and is used for non-hotel uses and hotel uses. Thus there are no full service hotels in the Figueroa Corridor from Exposition Park to downtown Los Angeles.

Development of the proposed hotel site will assist in South Los Angeles's and the Figueroa Corridor's ongoing evolution as a mixed-use community with commercial and residential development. The proposed hotel's 275 guest rooms in addition to its new amenities will enhance the built environment of South Los Angeles and provide essential and beneficial services to the community and City. University Park is a regional and international destination including the U.S.C campus and nearby Exposition Park with its museum and athletic stadiums and facilities.

- b. In adopting a General Plan Amendment to Footnote 14, the City finds that based on the above facts the subject property is a part of the significant economic and physical identity expressed by the development, uses and land designations in the immediate area. Allowing additional floor area will permit larger building than would otherwise be allowed with a 1.5:1 FAR. The additional FAR afforded would allow for the construction of larger sized, extended stay suites that will serve a market for visiting academic faculty at USC, visitors to the U.S.C. campus and the museums and athletic facilities at Exposition Park. With the revision to General Plan Amendment Footnote No. 14 (along with a corresponding Height District Change and "D" limitation), a maximum FAR of 3.0:1 is requested for the Project Site. The proposed amendment to General Plan Footnote No. 14 is necessary to allow for additional floor area. The Project taking advantage of the revised footnote will provide an increased tax base in terms of property, sales and transient occupancy taxes to the City that in turn will assist providing the necessary City services that serve the development.

Thus, the City concludes that approval of the Plan Amendment to Footnote No. 14 is an extension of significant and important economic activity in the area. It will allow for the development of a 275-room dual branded full service hotel and address the hotel shortage that currently exists in the USC/Exposition Park neighborhood. Additionally, the project has the potential to generate significant additional jobs and sales tax revenue for the City. The Plan Amendment will also conform the project site to the new physical identity of the area, which has already seen the introduction of an eight-story high medium density residential development.

The Plan Amendment is in substantial conformance with the purposes, intent and provisions of the General Plan as discussed above. The Plan Amendment will also

conform with public necessity, convenience, general welfare and good zoning practice, as detailed below:

Public Necessity and Convenience

The Project is in conformity with public necessity and convenience because it serves to address the hotel shortage that currently exists in the USC neighborhood. The Project will provide 275 new guest rooms in a dual-branded hotel (business hotel brand and an extended stay brand) that will serve visitors to the USC area. The Project will also increase the livability of the neighborhood by providing a mix of land uses, including employment, in close proximity to public transit. The purpose of the General Plan Amendment is to provide a range of land uses and a floor area ratio that allows for the development of a modern hotel that will replace a 53-year old obsolete Vagabond Inn on the Project Site. Currently, because the property is designated Community Commercial and Community Plan Footnote No. 1 limited the development within this land use designation to Height District No. 1, a maximum floor area of 1.5:1 is allowed, thereby depriving the City of 275 rooms of much needed hotel accommodations in the South Los Angeles community. "

The proposed General Plan Amendment would allow a maximum FAR of 3.0:1 in the South Los Angeles Community Plan only for hotels. A concurrent Height District Change is also being requested that would change the zoning from [Q]C2-1VL-O to (T)(Q)C2-2D-O with a "D" Limitation of 3.0:1 FAR.

The proposed Project would be consistent with the proposed revision to Footnote No. 14 and permit development of the Project and it's much needed hotel accommodations. The Project would be compatible and complementary with the commercial buildings in the vicinity, such as the 1-3 story apartment buildings along Shrine Place to the west, the 3-story Robert Zemeckis Center for Digital Arts to the south, the approximately 5-story Shrine Auditorium and the 8-story University Gateway development farther south, and one-story automobile dealership and 1-2 story residential buildings to the east across Figueroa Street. The design of the mixed-use Project would blend in with its neighboring commercial developments.

Public necessity and convenience are also served by allowing additional floor area to provide a 275-room hotel project on a site which developed with an outdated 53 year-old motel in the South Los Angeles Community Plan area near USC where there is a shortage of modern hotels with extended stay guest rooms. The accompanying Height District Change request, allowing additional floor area will permit a larger hotel envelope than would otherwise be allowed with a 1.5:1 FAR. This would help accommodate the inclusion of extended stay guest rooms which require a larger floor area than standard size guest rooms. The additional floor area afforded would contribute to the expected growth and continued vitality of the community by providing additional opportunities business travelers and tourist to stay in the USC area.

Public necessity and convenience are also served by the proposed General Plan Amendment because the amendment will encourage projects that will revitalize older commercial corridors. Redevelopment of the property through the use of the additional floor area fulfills the intent behind the Community Plan, by replacing an outdated 53 year-old motel with a much needed modern hotel to serve the needs of the residents and visitors to the USC neighborhood with accessory commercial services open to both guests of the development and residents of the community. While providing new hotel guest rooms needed to meet the City's growing population, the Applicant's proposed General Plan Amendment fulfills a number of goals important to the City:

Objective 3.9 of The Framework Element of the General Plan states "Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime."

The land use chapter of the Framework Element also encourages development "...in proximity to rail and bus transportation corridors and stations." Additionally, "it is intended that a considerable mix of uses be accommodated to provide population supported and enhance activity near the stations. This may encompass a range of retail commercial, offices, personal services, entertainment, restaurants, and housing that serve both transit users and local residents." The highest development intensities are targeted generally "within one quarter mile of the transit stations." Framework Element Transit Station Goal 3K calls for "[t]ransit stations to function as a primary focal point of the City's development."

The Project would meet the goals stated above. The redevelopment of an obsolete hotel into a modern, select-service business hotel will re-inforce USC area as desirable place to live and work and attract more development in the area. Through the intensification of the existing developed property and conversion of its land use, the Project will provide an additional supply of 275 guest rooms (203 net new guest rooms) in the City to accommodate anticipated growth in visitors to the expanding USC neighborhood. Finally, the Project will meet the Framework goal of focusing development near transit stations as it would be located approximately 650 feet of the Jefferson/USC Expo Line light-rail station.

General Welfare

There is no detriment to the general welfare of the City, the surrounding community or the future guests of the Project because the Project density and scope as designed are appropriate for the Site and the surrounding properties. The general welfare is served by the development of a high quality, aesthetically appealing Project that will promote foot traffic because of its ground floor commercial use. The Project does not remove any existing housing stock, and the proposal will serve the general welfare of the City by contributing 275 hotel guest rooms to the City's hotel stock.

Allowing additional floor area will permit a larger hotel than would otherwise be allowed with a 1.5:1 FAR. The additional FAR afforded would allow for the construction of larger sized, extended stay suites that will serve a market for visiting academic faculty at USC. The practical effect of this amendment will be to permit larger guest rooms and the inclusion of larger communal guest areas and meeting rooms in a project. In order to include an extended stay, all suites branded hotel in the Project, larger suites are need that need to be approximately 500 square feet in size to meet industry standards and market demand for such projects. The proposed amendment to General Plan Footnote No. 14 is necessary to allow for additional floor area. The Project taking advantage of the revised footnote will provide an increased tax base in terms of property, sales and transient occupancy taxes to the City that in turn will assist providing the necessary City services that serve the development.

Good Planning Practices

The General Plan Amendment conforms with good planning practices because a hotel project developed consistent with the proposed General Plan Amendment will be developed in a manner consistent with the surrounding neighborhoods, and it will further the goals of the Community Plan. The proposed Project will conform with good planning practices because it will be required to provide a mix of, commercial and hotel uses, in an area of the City lacking

hotels and near a light-rail station. The Project will promote a synergy between commercially-oriented boulevards, the residential uses, and the USC campus adjacent to major thoroughfares.

The Project complies with SB 375 and AB 32 by contributing to a reduction in greenhouse gas emissions through integrated land use and transportation planning. The key component of greenhouse gas emissions is the reduction of emissions from passenger vehicles, which represents about one-third of overall greenhouse gas emissions in the United States. Land use is among the top strategies to reduce such emissions. Compact development, which includes a mix of land uses, access and proximity to transit, and concentrations of population and/or employment, can reduce congestion, lower infrastructure costs, and reduce household expenses related to transportation and energy, according to a 2010 report published by the Urban Land Institute (Land Use and Driving: The Role Compact Development Can Play in Reducing Greenhouse Gas Emissions, Evidence from Three Recent Studies). "The key to successful compact development is a land use pattern that has a high-quality pedestrian network and a variety of land uses within walking distance of each other."

The Project's location, less about 650 feet from a Metro station and land use mix (including hotel and commercial employment, public space, and entertainment), give hotel guests and employees the choice to not drive at all or park only once. In addition, existing uses within walking distance include Exposition Park, Saint James Park, fitness gyms, schools, theaters, museums, retail stores, and restaurants. Building 275 new guest rooms in this vicinity will significantly increase the livability around the transit station, and takes into account anticipated population growth, the growth in the USC campus population, and integrated land use with transportation planning. The consequences of not designing for transportation with development include degraded air quality, less livable communities, and a lower quality of life.

- c. **Initiations of Amendments.** In compliance with this sub-section, the amendment to the South Los Angeles Community Plan (General Plan Land Use Element), was initiated by the Department of City Planning, via signature by the Director of Planning's designee, on June 2, 2016.
- d. **Commission and Mayoral Recommendations.** The noticing and hearing requirements of the General Plan Amendment were satisfied, pursuant to LAMC Section 12.32-C,3. The hearing was scheduled, duly noticed, and held in Los Angeles City Hall on February 9, 2017. The City Planning Commission shall make its recommendation to the Mayor upon a recommendation of approval, or to the City Council and the Mayor upon a recommendation of disapproval.

This action is further subject to the following sections of Charter Section 555:

- e. **Council Action.** The Council shall conduct a public hearing before taking action on a proposed amendment to the General Plan. If the Council proposes any modification to the amendment approved by the City Planning Commission, that proposed modification shall be referred to the City Planning Commission and the Mayor for their recommendations. The City Planning Commission and the Mayor shall review any modification made by the Council and shall make their recommendation on the modification to the Council in accordance with subsection (c) above. If no modifications are proposed by the Council, or after receipt of the Mayor's and City Planning Commission's recommendations on any proposed modification, or the expiration of their time to act, the Council shall adopt or reject the proposed amendment by resolution within the time specified by ordinance.

- f. **Votes Necessary for Adoption.** If both the City Planning Commission and the Mayor recommend approval of a proposed amendment, the Council may adopt the amendment by a majority vote. If either the City Planning Commission or the Mayor recommends the disapproval of the proposed amendment, the Council may adopt the amendment only by a two-thirds vote. If both the City Planning Commission and the Mayor recommend the disapproval of a proposed amendment, the Council may adopt the amendment only by a three-fourths vote. If the Council proposes a modification of an amendment, the recommendations of the Commission and the Mayor on the modification shall affect only that modification.

4. Redevelopment Plan (CRA – Exposition/University Park Redevelopment Area)

Enacted on June 29, 2011, Assembly Bill 1x-26 (AB 26) revised provisions of the Community Redevelopment Law of the State of California, to dissolve all redevelopment agencies and community development agencies in existence and designate successor agencies, as defined, as successor entities. Among the revisions, the amendments to the law withdrew all authority to transact business or authorize powers previously granted under the Community Redevelopment Law (Section 34172.a.2), and vested successor agencies with all authority, rights, powers, duties and obligations previously vested with the former redevelopment agencies (Section 34172.b). To that end, the CRA/LA, a Designated Local Authority, the successor agency to the CRA, approved a Resolution, dated September 20, 2012, affecting the Adelante Eastside, Beach Street, Broadway Manchester, Bunker Hill, Central Business District, Council District 9 Corridors, Central Industrial, Chinatown, City Center, Crenshaw, Crenshaw/Slauson, Normandie, Exposition University Park (Hoover), Hollywood, LA Harbor/Wilmington, Little Tokyo, Pacific Corridors, Pico Union 1, Pico Union 2, Vermont/Manchester, Watts, Watts Corridors, Western/Slauson, Westlake, and Wilshire/Koreatown Redevelopment Project Areas, and which granted authority to the Chief Executive Officer or Designee to review and approve discretionary land use actions and variations to the Redevelopment Plans. Such land use approval would be executed administratively by the delegated officers through building permit sign-off, subject to review criteria, as well as the imposition of the applicable and appropriate conditions.

The project site is located within the boundaries of the Exposition/University Park Redevelopment Project Area. The applicant has consulted with the CRA/LA, and has preliminarily reported that the project does not conflict with the Exposition/University Park Redevelopment Plan. Nonetheless, approval from CRA/LA is required prior to issuance of any building permits associated with the proposed project.

Zone and Height District Change Findings; “T”, “Q”, “D” Classification Findings

5. **Pursuant to Section 12.32 of the Municipal Code, and based on these Findings, the recommended action is deemed consistent with the General Plan and is in conformity with public necessity, convenience, general welfare and good zoning practice.**

The proposed project involves the demolition of an existing two-story 72-room Vagabond Inn and a free standing restaurant and the construction, use, and maintenance of a seven-story dual branded hotel with 275 guestrooms and 1,400 square feet of ground floor commercial area.

The project site consists of one parcel approximately 61,214 square feet of lot area. The South Los Angeles Community Plan designates the project site as Community Commercial. The Community Commercial land use designation includes corresponding zones of CR, C2, C4, RAS3, and RAS4. The project site is zoned [Q]C2-1VL-O and is limited to a Floor Area Ratio of 1.5:1 per Footnote No.1 of the South Los Angeles Community Plan. However,

Community Plan allows mixed-use projects a maximum Floor Area Ratio of 3.0:1 with the approval of a zone change to Height District 2 (Footnote No.1) and require a commercial Floor Area Ratio of no less 0.5:1 and no more than 0.9:1. As hotels are not explicitly included within the definition of “mixed-use”, the Director of Planning has initiated a Plan Amendment, to amend Footnote No.14 to allow hotels to be included within the definition of mixed-use projects and exclude hotel projects of 300 rooms or less to be excluded from providing a minimum amount of commercial floor area.

With approval of the requested Plan Amendment, the zone change from [Q]C2-1VL to (T)(Q)C2-2D-O will be allow the project to be built to a maximum Floor Area Ratio of 3.0:1 and an R4 density that as permitted by the C2 Zone.

- a. Public Necessity. The Project is in conformity with public necessity and convenience because it serves to address the hotel shortage that currently exists in the USC neighborhood. The Project will provide 275 new guest rooms in a dual-branded hotel (business hotel brand and an extended stay brand) that will serve visitors to the USC area. The Project will also increase the livability of the neighborhood by providing a mix of land uses, including employment, in close proximity to public transit. The purpose of the General Plan Amendment is to provide a range of land uses and a floor area ratio that allows for the development of a modern hotel that will replace a 53-year old obsolete Vagabond Inn on the Project Site. Granting the Zone and Height District Change to the (T)(Q)C2-2D-O Zone with a maximum FAR of 3.0:1, would allow the construction of a 275-room hotel on an under-utilized site, increasing the number of hotels room in South Los Angeles.
- b. Convenience. Granting the proposed Zone and Height District Change would result in a project that is convenient to the public. The project site is centrally located in a residential, commercial, and public facilities-mixed neighborhood within the South Los Angeles Community Plan area. The project site provides convenient vehicular access and public transit opportunities, as it is located just west of Interstate 110 and within walking distance (less than one-half mile) of Jefferson/USC Station along the Metro Exposition Line. Granting the Zone and Height District Change to the (T)(Q)C4-2D Zone would allow the employees and patrons of the hotel and restaurant access and convenience to a variety of modes of transportation.
- c. General Welfare. Granting the Zone and Height District Change to (T)(Q)C2-2D will allow an increase in floor area and density, thereby facilitating the development of a new dual branded hotel with 275 guest rooms and ground floor 1,400 square-foot restaurant/café. The proposed project will provide a significant number of jobs within approximately one half mile of a variety of modes of public transit and provide an increased tax base in terms of property, sales and transient occupancy taxes to the City.
- d. Good Zoning Practices. Approval of the Zone and Height District Change to (T)(Q)C2-2D-O allows for more appropriately intense development of the subject property. The Project will promote a synergy between commercially-oriented boulevards, the residential uses, and the USC campus adjacent to major thoroughfares. The Project's location, less about 650 feet from a Metro station and land use mix (including hotel and commercial employment, public space, and entertainment), give hotel guests and employees the choice to not drive at all or park only once. In addition, existing uses within walking distance include Exposition Park, Saint James Park, fitness gyms, schools, theaters, museums, retail stores, and restaurants. Building 275 new guest rooms in this vicinity will significantly increase the livability around the transit station,

and takes into account anticipated population growth, the growth in the USC campus population, and integrated land use with transportation planning. Furthermore, the Height District Change to Height District No. 2 would allow the project to be built with a greater FAR than otherwise permitted, and would be consistent with the height of the surrounding area.

- e. **"T" and "Q" Classification Findings.** Pursuant to LAMC Sections 12.32-G,1 and G,2(a), The current action, as recommended, has been made contingent upon compliance with new "T" and "Q" conditions of approval, and project specific conditions of approval imposed herein. Such limitations are necessary to ensure the identified dedications, improvements, and construction notices are issued to meet the public's needs, convenience and general welfare served by the required actions. The conditions that limit the scale and scope of development, are also necessary to protect the best interests of and to assure a development more compatible with surrounding properties and the overall pattern of development in the community, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action.

For the reasons stated above, the zone and height district change requests are beneficial in terms of the public necessity, convenience, general welfare, and good zoning practice, and are consistent with the General Plan.

Conditional Use (Alcohol)

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

The proposed project is the construction, use and maintenance of a seven-story hotel and with ground floor 1,400 square-foot restaurant/cafe. The applicant is seeking a Conditional Use to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption located within the ground floor restaurant, second floor meeting rooms and "mini-bars" located within each hotel room in conjunction with the operation of the hotel.

The Proposed Project will include extended stay hotel rooms and perform a function that is essential to the community, City, and region by attracting and retaining short-term and long-term visitors and vacationers in University Park/Exposition Park area, which is a dense, transit rich, regional center with infrastructure to accommodate this compatible use. The convenience of transportation systems, combined with the proximity to employment, retail, restaurants, and entertainment will reduce vehicular trips by hotel guests, who will primarily be visiting for work and vacation. Hotel and retail employees will also benefit from access to these alternate modes of transportation, contributing to goals of reducing traffic congestion and improving air quality. An additional benefit will be creation of temporary jobs associated with initial construction and subsequent tenant improvements, as well as permanent job opportunities through operation of hotel and retail spaces.

The surrounding neighborhood has only one select service hotel to serve the numerous visitors to the USC campus, and the addition of the hotel and restaurant/café will perform an essential and beneficial service to the community. Moreover, the service of alcoholic beverages in such a setting has come to be accepted as a normal and desirable complement to food service in quality hotels and restaurants and an expected component of such establishments. In particular, restaurants in a mixed-use project promote pedestrian activity. Since the serving of alcoholic beverages is a normal and expected amenity with

meal service for many patrons, approval of the CUBs for the Project would be desirable to the public convenience and welfare.

The hotel and restaurant's quality service and offerings, in food and alcohol, will be a benefit to residents who are currently residing in area, and will also serve as an attraction and amenity to future guests, as many large residential projects are in development in close proximity. The hotel guests of this Project will provide an immediate and steady consumer base for the Project's public restaurant/café. Having a walkable, 24-hour environment is a major attraction to living in and visiting the University Park area, and the Project will contribute to this desired lifestyle. The amenities and fresh aesthetic of the Project will enliven this lot, and improve the vibrancy of this area. Additionally, the enriched activity at the subject Site will serve to create a positive pedestrian experience with outdoor dining and eyes on the street throughout the day and nighttime.

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

The project site is currently [Q]C2-1VL-O and is proposed to be rezoned to (T)(Q)C2-2D-O and has a land use designation of Community Commercial. The zone permits hotels with the approval of a conditional use. The context-sensitive design of the proposed building is compatible in scale and enhances the character of the neighborhood. The project will connects with the surrounding pedestrian oriented commercial district with ground floor retail and hotel uses that will activate the pedestrian environment, improving safety in the surrounding neighborhood. The project will not adversely affect or degrade adjacent properties, but will instead promote economic well-being and neighborhood revitalization by providing hotel and retail staff and visitors the opportunity to walk to employment, shopping, dining, and entertainment destinations. The Proposed Project will reduce reliance on the automobile by situating hotel and retail uses within an established, dense, transit rich community, which will mitigate traffic congestion, air pollution, and urban sprawl.

The Project Site is immediately surrounded by a mix of office, retail, and residential uses contained in structures ranging from low-rise to mid-rise buildings, which are physically separated from the Project Site by surrounding streets. On the west side of the Site are 1-3 story apartment buildings along Shrine Place. Abutting the Project Site to the south is the 3-story Robert Zemeckis Center for Digital Arts at USC with the approximately 5-story Shrine Auditorium and the 8-story University Gateway student housing development farther south. Abutting the Site to the north is a 3-story apartment building. On the east side of Figueroa Street opposite the Site are 1-story commercial buildings, surface parking lots for an automobile dealership, and 1-2 story residential buildings. There is one existing hotel (the Radisson Los Angeles Midtown at USC)) located about a half-mile to the south on Figueroa Street. Other hotels are located about a mile to the north adjacent to the Convention Center.

The increased pedestrian presence both throughout the day and into the evening will be beneficial to the public welfare and safety of the surrounding area by putting more eyes on the street. As such, the project as proposed, including the listed terms and conditions, will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

8. The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any specific plan.

The hotel will be in harmony with the various elements, objectives, and policies of the General Plan and the South Los Angeles Community Plan.

- a. **South Los Angeles Community Plan.** The Community Plan text includes the following relevant land use goals, objectives, and policies:

Goal 2. A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the district.

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

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

Policy 2-1.3. Commercial areas should be consolidated and deepened to stimulate existing businesses, create opportunities for new development and off-street parking, expand the variety of goods and services, and improve shopping convenience as well as offer local employment.

Policy 2-1.5. Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.

Objective 2-5. To enhance the appearance of commercial districts.

Policy 2-5.1. Improve the appearance of landscaping and commercial properties.

Policy 2-5.3. Improve safety and aesthetics of parking areas in commercial areas.

In addition to the land use goal, policies, and objectives described above, the project is consistent with the following design policies within the Urban Design Chapter of the Community Plan:

Site Planning. Structures shall be oriented toward the main commercial street where a parcel is located and shall avoid pedestrian/vehicular conflicts by:

- Where appropriate, locate retail and commercial service uses along frontages of commercial developments.
- Providing front pedestrian entrances for businesses fronting on main commercial streets.
- Providing pedestrian access from the front of building to rear parking for projects with wide frontages.
- Requiring site plans which include ancillary structures, service areas, pedestrian walkways, vehicular paths, loading areas, drop off, and landscaped areas.

Height and Building Design. The project is consistent with the following policies regarding height and building design.

- Maximize the area devoted to transparent building elements, such as windows and doors, on front facades. However, facades facing rear parking areas, shall limit such transparent elements to at least 20% of the frontage.
- Require the use of articulations, recesses, surface perforations, porticoes to break up long, flat building facades.
- Provide accenting, complementary building materials to building facades.
- Screen mechanical and electrical equipment from public view.
- Screen all rooftop equipment and building appurtenances from public view.
- Require the enclosure of trash areas for all projects.

Light and Glare.

- Install on-site lighting along all pedestrian walkways and vehicular access ways.
- Shield and direct on-site lighting onto driveways and walkways, and away from adjacent residential uses.

Concurrently with the Conditional Use request, the applicant has applied for a General Plan Amendment to amend Footnote No. 14 and Zone and Height District Change to (T)(Q)C2-2D-O would allow a maximum FAR of 3.0 to 1. The project, at an FAR of 2.90:1, allows for the redevelopment of a large parcel of land within South Los Angeles into a larger hotel with residential (a hotel) and commercial (restaurant/cafe) uses and will result in a demand for local workers and local goods and services. The project will accommodate two different hotel brands within the building. An extended stay hotel brand will operate 150 larger all-suite rooms, and a select service brand will operate 125 standard hotel rooms. There will be one lobby serving both brands on the ground floor with ground floor amenity areas, including a lounge for hotel patrons. An approximately 1,400 square foot public restaurant/café would also be located on the ground floor for general public use. An amenity deck on the second floor podium would provide a pool, barbeque area, and lounge area. An indoor fitness center along with small conference rooms, offices, lounges, and a laundry facility would also be located on the second floor. Parking (173 spaces provided and 171 spaces required) will be provided in one level of subterranean parking and one level at-grade within the hotel building. The proposed building will be approximately 85'-0" to the top of the roof and 94'-0" feet tall to the top of the elevator penthouse above the roof.

The project also promotes economic well-being and public convenience by providing short-term, overnight accommodations within proximity to many of the USC/Exposition Park area and well as to the Metro Exposition Line with access to downtown Los Angeles, Culver City, and Santa Monica.

Additional Findings (Alcohol)

9. The proposed use will not adversely affect the welfare of the pertinent community

The request for the sale of a full line of alcohol for on-site consumption for the proposed hotel will not adversely affect the welfare of the community; rather, the proposed hotel use will be a benefit to the community, City, and region. Located in a Community Commercial,

the proposed project will transform facilitate the demolition of an outdated building that is housing a car-oriented hotel and restaurant from the surrounding, into an important focal point that fits within the area's new pedestrian oriented context. By attracting and retaining business visitors and tourists in the area, it will enhance revitalization efforts and further activate the pedestrian experience, which may improve public safety.

Availability of alcoholic beverages is a typical hotel characteristic expected by discerning travelers and a necessity for the hotel to compete with similar businesses in the area. The conditional use would allow for alcohol in a carefully controlled hotel setting, including common areas (small meeting rooms, and guest rooms (through mini-bars and room service). Alcohol will not be a focal point of the Proposed Project. Instead, it will be an amenity that complements other food and beverage options provided to hotel guests and visitors. Alcohol service will be completely on-site and for on-site consumption. With extended stay guestrooms, the hotel's emphasis will be on short-term and long-term business visitors and not on large-scale events and conferences that would draw large numbers of visitors for special events.

The City Planning Commission has imposed numerous conditions to integrate the uses into the community as well as protect surrounding uses from adverse potential impacts. Therefore, the granting the sale of alcohol will not adversely affect the welfare of the pertinent community.

10. **The granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area.**

The Proposed Project is located in a dense, transit rich area of South Los Angeles with tourist destinations, office, commercial, and retail uses and a growing residential population. According to the California State Department of Alcoholic Beverage Control (ABC) licensing criteria for the subject Census Tract No. 2247.00, there are three on-site and two off-site licenses allocated. There are six existing on-site licenses and two off-site licenses.

Of the six establishments with on-site licenses, four have Type 41 License for on-site sales and consumption of beer and wine and two have Type 47 License Type for on-site general sales and consumption as bona-fide public eating places. One establishment having an off-site license has a Type 20 License for off-site sales of beer and wine, and one establishment has a type 21 license for general off-site sales. There are nine establishments within 600 feet of the Property that serve alcohol. In addition, two establishments within 600 and 1,000 feet serve alcohol.

Within the hotel, the Applicant is proposing to add 1) one Type 47 license to cover the on-site hotel uses (lobby lounge, 2nd floor lounge, and podium level pool lounge), and 2) one Type 66 license for in-room alcohol access cabinets ("mini-bars"). A separate type 47 license may be issued to the proprietor of the ground floor restaurants/lounge within the hotel building.

Over-concentration can be undue when the addition of a license will negatively impact a neighborhood. Over-concentration is not undue when approval of a license does not negatively impact an area, but rather such license benefits the public welfare and convenience. Although the census tract is numerically over-concentrated for on-site licenses, the Project will not adversely affect the community welfare because the proposed hotel is a desirable use and a needed use in an area designated for such. The Project will also result in the elimination of one establishment (Trio House) currently operating a restaurant with on-site alcohol sales. The Census tract is also located in an active commercial area where there is a demand for on-site licenses beyond the allocated number and where an over-concentration of licenses is acknowledged. State license allocations are based on population, and this results in a low allocation for the area. The area has had an increase in restaurants with alcohol permits to serve both the expanding residential population of the area, nearby office workers, and tourists.

It is not uncommon to have concentrations of this nature in a dense, urban area that is a regional and internationally known center and destination. Although the local residential population is relatively small, the University Park Area, and the USC campus in particular, is a regional employment center with thousands of employees. Both the visitors and working population would serve to support the concentration of on-site licenses in the area. The addition of the requested entitlements for these same uses will not adversely contribute to an undue concentration within the surrounding community.

11. The proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.

The Project will not detrimentally affect nearby residentially zoned uses. The Project is located along a prime commercial corridor, so diversity among land uses is not uncommon. The requested entitlement for service of alcohol does not represent the introduction of these uses to the area that does not already have a number of alcohol-serving establishments. In fact, there is an existing restaurant on the Site (Trio House) that currently serves beer and wine that will be replaced by the proposed Project. Numerous restaurants, bars, and large entertainment venues (Galen Center and Shrine Auditorium) serve alcohol in the area.

The Project will include a 275-room hotel, and it is in the best interest of the hotel operator to making certain that establishments offering alcohol are operated in a responsible manner. The Project's ground floor public restaurant/café is within a contained environment, where monitoring is facilitated and the property owner retains responsibility for strict oversight and compliance with all regulations and conditions.

There are two (2) sensitive uses identified within 1,000 feet of the Property. These are the 32nd Street USC Performing Arts Magnet School at 822 W. 32nd Street and the Kinder Care Learning Center at 2916 S. Hope Street.

The Project Site is located in the Los Angeles Police Department's Southwest. The Proposed Project will cater to tourists and university related visitors who will activate the surrounding area with increased pedestrian activity. In addition, hotel staff will be on site 24 hours a day. Increased activity associated with hotel operations and ongoing presence of eyes on the street may contribute to further crime reduction in the surrounding area.

Alcohol service would be incidental to the hotel's primary operations and managed in accordance with rules and regulations of the California Department of Alcoholic Beverage Control. Spill-over parking into residential areas is not anticipated due to adequacy of on-site parking and availability of nearby and convenient public transportation options. Therefore, service of alcoholic beverages at the proposed hotel will not detrimentally affect character of development in the immediate neighborhood.

Conditional Use Findings (Hotel)

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

The proposed project will enhance the built environment in the surrounding neighborhood and will provide a service that is both essential and beneficial to the community, the City and the region. The site is currently zoned [Q]C2-1VL-O. Pursuant to LAMC §12.24.W.24(a), a hotel in the C2 zone when any portion of a structure proposed to be used as a hotel is within 500 feet of any residential zone requires approval of a Conditional Use. The proposed hotel site is developed with a two-story hotel that is 53 years old and a small family restaurant (Trio House). The Project is located in the University Park community of South Los Angeles, a highly-urbanized setting with a mix of commercial, educational, and residential uses. University Park, a thriving mixed-use community, is in close proximity to transit and adjacent to the University of Southern California, Exposition Park, and the Los Angeles Sports and Entertainment District. The proposed hotel's proximity to these destinations will attract tourism and contribute to the economic development of South Los Angeles and Downtown. The hotel's 275 guest rooms in addition to its new amenities will enhance the built environment of South Los Angeles and provide essential and beneficial services to the community and City. University Park is a regional and international destination, and the hotel will provide visitor-serving uses, principally lodging. The hotel's design will complement existing uses nearby, including the Shrine Auditorium and University Gateway student housing development to the south, replacing the aging hotel and restaurant with a new modern hotel which will help improve the aesthetics of the neighborhood.

As such, the Proposed Project will provide a function that is essential and beneficial to the community.

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

The subject property's location is near an existing Metro station and bus lines in a highly-urbanized setting. The Project site is immediately surrounded by a mix of retail, residential, and educational uses and surface parking lots. Properties within 500 feet have designated General Plan land uses of Medium Density Residential and Community Commercial. Buildings range from low-rise to mid-rise buildings, which are physically separated from the Project site by major highways, secondary streets, and local streets. The hotel, at seven-stories and 85' tall to the top of the roof and 94' tall to the top of the elevator penthouse, will be compatible in size, height, and operations with the existing buildings in the neighborhood, which are largely residential and educational.

The Jefferson/USC Metro Station is approximately 650 feet southeast of the Project site. Two Metro bus lines, several LADOT Commuter Express Lines, and LADOT Dash Line F are located along Figueroa Street directly in front of the Project site.

On the west side of the site are 1-3 story apartment buildings along Shrine Place. Abutting the Project site to the south is the 3-story Robert Zemeckis Center for Digital Arts at USC with the approximately 5-story Shrine Auditorium and the 8-story University Gateway development farther south. Abutting the site to the north is a 3-story apartment building. On the east side of Figueroa Street opposite the site are 1-story commercial buildings, surface parking lots for an automobile dealership, and 1-2 story residential buildings. There is one existing hotel (the Radisson Los Angeles Midtown at USC) located about a half-mile to the south on Figueroa Street. Other hotels are located about a mile to the north adjacent to the Convention Center. Parking requirements for all uses on the subject property will be met. A total of 172 parking spaces for the hotel guest rooms and public restaurant/café are required and 173 spaces will be provided for the hotel. In addition, appropriate security measures, such as security lighting, will be provided on-site. Therefore, as conditioned, the location, size, height, operations and other significant features of the proposed hotel will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

14. The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any specific plan.

The hotel will be in harmony with the various elements, objectives, and policies of the General Plan and the South Los Angeles Community Plan.

- a. **South Los Angeles Community Plan.** The Community Plan text includes the following relevant land use goals, objectives, and policies:

Goal 2. A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the district.

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

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

Policy 2-1.3. Commercial areas should be consolidated and deepened to stimulate existing businesses, create opportunities for new development and off-street parking, expand the variety of goods and services, and improve shopping convenience as well as offer local employment.

Policy 2-1.5. Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.

Objective 2-5. To enhance the appearance of commercial districts.

Policy 2-5.1. Improve the appearance of landscaping and commercial properties.

Policy 2-5.3. Improve safety and aesthetics of parking areas in commercial areas.

In addition to the land use goal, policies, and objectives described above, the project is consistent with the following design policies within the Urban Design Chapter of the Community Plan:

Site Planning. Structures shall be oriented toward the main commercial street where a parcel is located and shall avoid pedestrian/vehicular conflicts by:

- Where appropriate, locate retail and commercial service uses along frontages of commercial developments.
- Providing front pedestrian entrances for businesses fronting on main commercial streets.
- Providing pedestrian access from the front of building to rear parking for projects with wide frontages.
- Requiring site plans which include ancillary structures, service areas, pedestrian walkways, vehicular paths, loading areas, drop off, and landscaped areas.

Height and Building Design. The project is consistent with the following policies regarding height and building design.

- Maximize the area devoted to transparent building elements, such as windows and doors, on front facades. However, facades facing rear parking areas, shall limit such transparent elements to at least 20% of the frontage.
- Require the use of articulations, recesses, surface perforations, porticoes to break up long, flat building facades.
- Provide accenting, complementary building materials to building facades.
- Screen mechanical and electrical equipment from public view.
- Screen all rooftop equipment and building appurtenances from public view.
- Require the enclosure of trash areas for all projects.

Light and Glare.

- Install on-site lighting along all pedestrian walkways and vehicular access ways.
- Shield and direct on-site lighting onto driveways and walkways, and away from adjacent residential uses.

The General Plan Amendment to amend Footnote No. 14 and the Zone and Height District Change to (T)(Q)C2-2D-O would allow a maximum FAR of 3.0 to 1. The project, at an FAR of 2.90:1, allows for the redevelopment of a large parcel of land within South Los Angeles into a larger hotel with residential (a hotel) and commercial (restaurant/cafe) uses and will result in a demand for local workers and local goods and services. The project will accommodate two different hotel brands within the building. An extended stay hotel brand will operate 150 larger all-suite rooms, and a select service brand will operate 125 standard hotel rooms. There will be one lobby serving both brands on the ground floor with ground floor amenity areas, including a lounge for hotel patrons. An approximately 1,400 square foot public restaurant/café would also be located on the ground floor for general public use. An amenity deck on the second floor podium would

provide a pool, barbeque area, and lounge area. An indoor fitness center along with small conference rooms, offices, lounges, and a laundry facility would also be located on the second floor. Parking (173 spaces provided and 171 spaces required) will be provided in one level of subterranean parking and one level at-grade within the hotel building. The proposed building will be approximately 85'-0" to the top of the roof and 94'-0" feet tall to the top of the elevator penthouse above the roof.

The project also promotes economic well-being and public convenience by providing short-term, overnight accommodations within proximity to many of the USC/Exposition Park area and well as to the Metro Exposition Line with access to downtown Los Angeles, Culver City, and Santa Monica.

Site Plan Review Findings

15. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

There are eleven elements of the General Plan. Each of these Elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of code requirements of the LAMC. Except for those entitlements described herein, the project does not propose to deviate from any of the requirements of the LAMC.,

- a. **South Los Angeles Community Plan.** The Community Plan text includes the following relevant land use goals, objectives, and policies:

Goal 2. A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the district.

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

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

Policy 2-1.3. Commercial areas should be consolidated and deepened to stimulate existing businesses, create opportunities for new development and off-street parking, expand the variety of goods and services, and improve shopping convenience as well as offer local employment.

Policy 2-1.5. Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.

Objective 2-5. To enhance the appearance of commercial districts.

Policy 2-5.1. Improve the appearance of landscaping and commercial properties.

Policy 2-5.3. Improve safety and aesthetics of parking areas in commercial areas.

In addition to the land use goal, policies, and objectives described above, the project is consistent with the following design policies within the Urban Design Chapter of the Community Plan:

Site Planning. Structures shall be oriented toward the main commercial street where a parcel is located and shall avoid pedestrian/vehicular conflicts by:

- Where appropriate, locate retail and commercial service uses along frontages of commercial developments.
- Providing front pedestrian entrances for businesses fronting on main commercial streets.
- Providing pedestrian access from the front of building to rear parking for projects with wide frontages.
- Requiring site plans which include ancillary structures, service areas, pedestrian walkways, vehicular paths, loading areas, drop off, and landscaped areas.

Height and Building Design. The project is consistent with the following policies regarding height and building design.

- Maximize the area devoted to transparent building elements, such as windows and doors, on front facades. However, facades facing rear parking areas, shall limit such transparent elements to at least 20% of the frontage.
- Require the use of articulations, recesses, surface perforations, porticoes to break up long, flat building facades.
- Provide accenting, complementary building materials to building facades.
- Screen mechanical and electrical equipment from public view.
- Screen all rooftop equipment and building appurtenances from public view.
- Require the enclosure of trash areas for all projects.

Light and Glare.

- Install on-site lighting along all pedestrian walkways and vehicular access ways.
- Shield and direct on-site lighting onto driveways and walkways, and away from adjacent residential uses.

The General Plan Amendment to amend Footnote No. 14 and the Zone and Height District Change to (T)(Q)C2-2D-O would allow a maximum FAR of 3.0 to 1. The project, at an FAR of 2.90:1, allows for the redevelopment of a large parcel of land within South Los Angeles into a larger hotel with residential (a hotel) and commercial (restaurant/cafe) uses and will result in a demand for local workers and local goods and services. The project will accommodate two different hotel brands within the building. An extended stay hotel brand will operate 150 larger all-suite rooms, and a select service brand will operate 125 standard hotel rooms. There will be one lobby serving both brands on the ground floor with ground floor amenity areas, including a lounge for hotel patrons. An approximately 1,400 square foot public restaurant/café would also be located on the

ground floor for general public use. An amenity deck on the second floor podium would provide a pool, barbeque area, and lounge area. An indoor fitness center along with small conference rooms, offices, lounges, and a laundry facility would also be located on the second floor. Parking (173 spaces provided and 171 spaces required) will be provided in one level of subterranean parking and one level at-grade within the hotel building. The proposed building will be approximately 85'-0" to the top of the roof and 94'-0" feet tall to the top of the elevator penthouse above the roof.

The project also promotes economic well-being and public convenience by providing short-term, overnight accommodations within proximity to many of the USC/Exposition Park area and well as to the Metro Exposition Line with access to downtown Los Angeles, Culver City, and Santa Monica.

Therefore, the project is in substantial conformance with the purpose, intent and provisions of the General Plan, the applicable community plan, and the South Los Angeles Alcohol Sales Specific Plan.

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

The proposed Project will replace a 53-year old obsolete motel and stand-alone restaurant with a modern 275-room dual-branded hotel with a business class brand and an extended stay, all-suites brand. The Project will also include approximately 1,400 square feet of commercial space. Approximately 173 parking spaces will be provided in one level of subterranean parking and one at-grade parking level within the building. The hotel will be approximately 85 feet tall to the top of the roof and 94 feet tall to the top of the elevator penthouse. The building is generally consistent with the commercial and residential buildings in the surrounding area, and would be compatible with existing development on neighboring properties. The arrangement, bulk and height of the Project will be compatible with the office buildings in the neighborhood.

Height/Bulk/Massing

In terms of height, the area immediately surrounding the project site includes multiple high-rise buildings demonstrating that the proposed project fits well within the neighborhood context. The Project Site is immediately surrounded by a mix of office, retail, and residential uses contained in structures ranging from low-rise to high-rise buildings, which are physically separated from the Project Site by Boulevards, Avenues, and non-arterial streets. Properties within 500 feet have designated General Plan land uses of Medium Density Residential and Community Commercial. Other buildings range from low-rise to mid-rise buildings, which are physically separated from the Project Site by major highways, secondary streets, and local streets. On the west side of the project site are one to three-story apartment buildings along Shrine Place. Abutting the Project Site to the south is the 3-story Robert Zemeckis Center for Digital Arts at USC with the approximately five-story Shrine Auditorium and the eight-story University Gateway development farther south. Abutting the Site to the north is a three-story apartment building. On the east side of Figueroa Street opposite the Site are one-story commercial buildings surface parking lots for an automobile dealership and one to two-story residential buildings. Accordingly, the height and FAR of the proposed project is consistent with several existing developments within the surrounding area.

Setbacks

Pursuant to LAMC Section 12.14-C, front, side, and rear yard setbacks are not required for commercial buildings in the C2 Zone. Nonetheless, the project will be setting back all sides. The project observed a 15-foot setback along Figueroa Street, 11 feet along the north and side sounds, and 20-feet in the rear.

Parking & Driveways

Off-street parking for vehicles and bicycles are designed to be compatible with surrounding development. All required off-street vehicular parking will be provided on-site in one subterranean level and one at-grade parking level. Access to parking will be from a vehicular entrance on Figueroa Street. A total of 173 automobile parking spaces, 18 long-term and 18 short-term bicycle parking spaces. The provision of dedicated safe and secure bicycle parking will encourage bicycle use among the residents, employees, and visitors to the Project Site.

Loading Areas

Configuration of loading areas will be compatible with surrounding properties, and all loading areas will be contained on-site. Vehicular access is limited to one guest entrance for automobiles off Figueroa Street. This configuration is compatible with existing and future development on adjacent and neighboring properties by reducing the amount of curb cuts currently at the subject site, which will create a more pedestrian friendly environment. By containing loading areas on-site and enclosed within the building envelope, the proposed project will limit their visibility from the street.

Lighting & Building Signage

The Proposed Project's lighting scheme will be compatible with surrounding development. Exterior lighting will illuminate on-site facilities in order to provide sufficient lighting for circulation and security, while minimizing impacts on adjacent properties. Ground level lighting for the hotel and retail uses will activate and enhance the pedestrian environment at night.

Landscaping

The Project activates the Figueroa Street by providing the ability to place outdoor dining and landscape features in front of the building but outside of the public right-of-way and by placing street facing tenants on Figueroa Street. Additionally, the Project will provide common open space for hotel guests in the form of extensively landscaped amenity deck on the second floor of the hotel with a swimming pool and lounge.

Trash Collection

Trash collection infrastructure at the Project Site will be compatible with surrounding development. The Proposed Project will provide adequate, on-site space for trash receptacles in order to ensure safe and efficient handling of solid waste. Trash collection infrastructure will be completely enclosed and shielded from pedestrians, as well as surrounding properties.

As described above, the project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting,

landscaping, trash collection, and other such pertinent improvements, that will be compatible with existing and future development on adjacent and neighboring properties.

17. **That any residential project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.**

The Proposed Project does not have a residential component. The Project will improve habitability for its hotel guests by putting these guests in close proximity to recreational facilities and retail amenities on-site that will enhance the guest experience. Guests of the Project will be able to enjoy both the public cafe amenity and the private hotel amenities (swimming pool, lounges, fitness center, etc.). There are two conference rooms on the second floor which might also be made available to community and business groups for meetings, thereby enhancing the neighborhood service function of the Project. Guests will have exclusive access to an outdoor swimming pool, Jacuzzi/spa, cabana, barbecue area, heavily landscaped courtyard, and an indoor fitness center, game room, business center, and breakfast lounge located on the second floor. The hotel amenities are wholly within the Project Site, and are not expected to impact neighboring properties.

Environmental Findings

18. **Environmental Finding.** A Mitigated Negative Declaration (ENV-2016-2467-MND) and corresponding Mitigation Monitoring Program (MMP) were prepared for the proposed project. The MMP is a document that is separate from the MND and is prepared and adopted as part of the project's proposal. Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of approval, adopted in order to mitigate or avoid significant effects on the environment." The MND was circulated for public review on December 22, 2016 through January 11, 2017.

The MND document was prepared in accordance with the California Environmental Quality Act (CEQA) to determine if the project would result in a significant impact on the environment. Staff from the Los Angeles Department of City Planning has reviewed the MND and finds that it was prepared in accordance with the City of Los Angeles CEQA Thresholds Guide and other applicable City requirements. As such, the MND is adequate for CEQA clearance, as noted in Exhibit "C".

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

19. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone C, an area of moderate or minimal hazard from the principal source of flood. Currently, there are no flood zone compliance requirements for construction in these zones.

PUBLIC HEARING AND COMMUNICATIONS

Summary of Public Hearing Testimony and Communications

On November 2, 2016, the Hearing Officer held a public hearing to take public testimony regarding the proposed project. The hearing was held at Los Angeles City Hall, 200 North Spring Street, 10th Floor, Room 1020, Los Angeles, CA 90012 at 2:00 p.m., and attended by members of the community, interested parties, the development team, and a representative from Council District 9.

Applicant Presentation. Paul Gerry, the applicant's representative, presented the project and spoke about the goals, scope, design, and requested entitlements:

Speakers. One person provided formal public testimony. The person was a representative of U.S.C. and voiced support for the project.

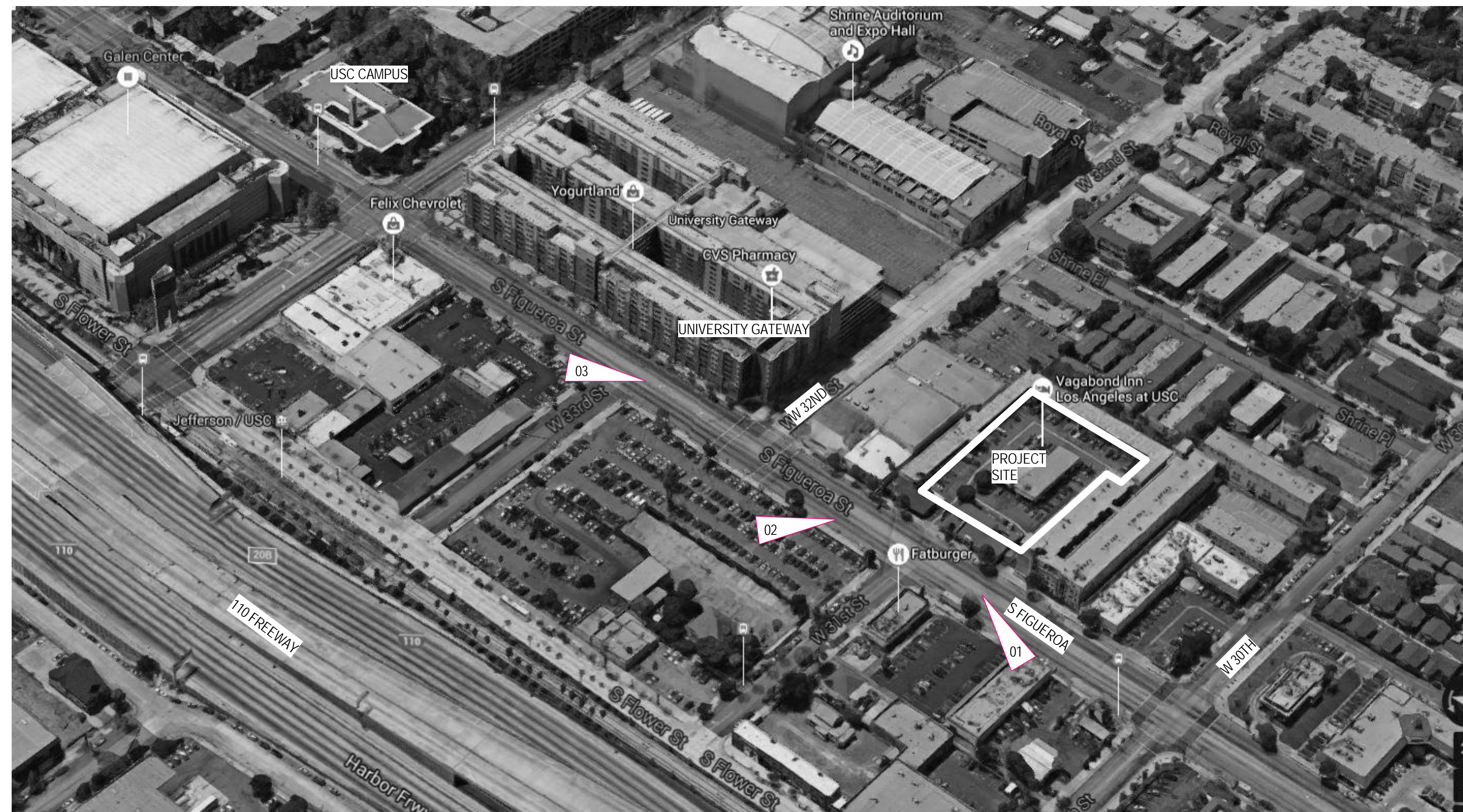
Council Office Presentation. A representative of Council District 9 expressed strong support for the project, commended the project for redeveloping a site with an outdated building, and recognized the transformation that will take place in the community as a result of the proposed project being built. The Council office also recommended that the general plan amendment changes be limited to hotels with 300 rooms or less.

Exhibit A

3101 S Figueroa St
Los Angeles, CA 90007

- A0-01 COVER SHEET
- A0-02 EXISTING CONDITIONS
- A1-01 VICINITY MAP, AERIAL AND PROJECT DATA
- A1-11 PLOT PLAN, ANALYSIS, CALCULATIONS
- A2-10 UNDERGROUND PARKING FLOOR PLAN
- A2-11 FIRST FLOOR PLAN
- A2-12 SECOND FLOOR PLAN
- A2-13 THIRD SEVEN FLOOR PLAN (TYPICAL)
- A2-14 LANDSCAPE & ROOF PLAN
- A2-15 COLORED SITE & COURTYARD PLAN
- A3-01 BUILDING ELEVATIONS - EAST
- A3-02 BUILDING ELEVATIONS - SOUTH
- A3-03 BUILDING ELEVATIONS - WEST
- A3-04 BUILDING ELEVATIONS - NORTH
- A4-00 COURTYARD ELEVATIONS - NORTH AND EAST
- A4-01 COURTYARD ELEVATIONS - SOUTH AND WEST
- A4-02 BUILDING SECTIONS
- A5-00 MATERIALS BOARD - LOBBY ENTRY ENLARGED
- A5-01 MATERIALS BOARD - EXTERIOR @ FIGUEROA
- A5-02 MATERIALS BOARD - EXTERIOR
- A5-03 MATERIALS BOARD - COURTYARD LANDSCAPE
- A6-00 AERIAL PERSPECTIVES
- A9-01 INTERIOR COURTYARD VIEWS
- A9-02 FRONT FACADE RENDER
- A9-03 PEDESTRIAN VIEW RENDER
- A9-04 COURTYARD RENDER

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(SEE VICINITY MAP SHEET FOR MORE INFORMATION)

REQUIRED BICYCLE PARKING
(PER TABLE A OF THE LA CITY BICYCLE PARKING ORDINANCE)

SHORT TERM/LONG TERM BICYCLE PARKING:

1 PER 20 GUESTROOMS	= 14
1:2000SF RESTAURANT	= 2
1:10000SF ASSEMBLY	= 2

18 REQUIRED EA LONG & SHORT TERM, 18 PROVIDED

REQUIRED AUTOMOBILE PARKING

(PER SECTION 12.2144 OF THE LA ZONING CODE)

3. HOTEL, MOTEL...INCLUDING ACCESSORY FACILITIES

A. FIRST 30 GUESTROOMS - 1:1	30 =	30 SPACES
B. NEXT 30 GUESTROOMS - 5:1	30 =	15 SPACES
C. REMAINING GUESTROOMS - 33:1	215 =	72 SPACES
D. MULTI-PURPOSE ASSEMBLY ROOMS >750SF - 1:35SF (HOTEL GUESTS)	1830SF =	52 SPACES
E. RESTAURANTS >750SF - 2:1000SF (PUBLIC USE)	1170SF =	3 SPACES
(LA CITY ENTERPRISE ZONE)		172 MIN

COMPACT & TANDEM STALLS:

(PER SECTION 12.21A5 OF THE LA ZONING CODE)
UP TO 40% OF THE TOTAL REQUIRED PARKING SPACES AND 100%
OF THE NON-REQUIRED MAY BE COMPACT.

TOTAL REQUIRED: $172 \times 40\% = 68$ ALLOWABLE COMPACT

TANDEM PARKING STALLS

TANDEM PARKING STALLS ARE PERMITTED IN PUBLIC GARAGES AND PUBLIC PARKING AREAS PROVIDING AN ATTENDANT. A "COVENANT AND AGREEMENT TO PROVIDE PARKING ATTENDANT" WILL BE REQUIRED.

REQUIRED ACCESSIBLE SPACES

(PER SECTION 11B-208 OF THE LA BUILDING CODE)

<u>TOTAL NUMBER OF PARKING</u>	<u>MIN NUMBER ACC SPACES</u>
151-200	6 TOTAL: 1 VAN, 5 STANDARD

MARK	TYPE	QTY
Level 0 (UG Parking -10)		
S	STANDARD 9X18	91
C	COMPACT 9X15	13
Level 1 (Grade)		
S	STANDARD 9X18	52
A	ACCESSIBLE 9X18 - STANDARD (5 REQ)	5
VAN	ACCESSIBLE 12X18 - VAN (1 REQ)	1
C	COMPACT 9X15	11
TOTAL PROVIDED (172 MIN REQ): 173		

FIGUEROA HOTEL

3101 S Figueroa St
Los Angeles, CA 90007

PLOT PLAN, ANALYSIS, CALCULATIONS

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

OWNER:
VISTA INVESTMENTS

VISTA INVESTMENTS LLC
2225 CAMPUS DRIVE
EL SEGUNDO, CA 90245
T [310] 725-8214

DESIGNER:
VISTA DESIGN BUILD

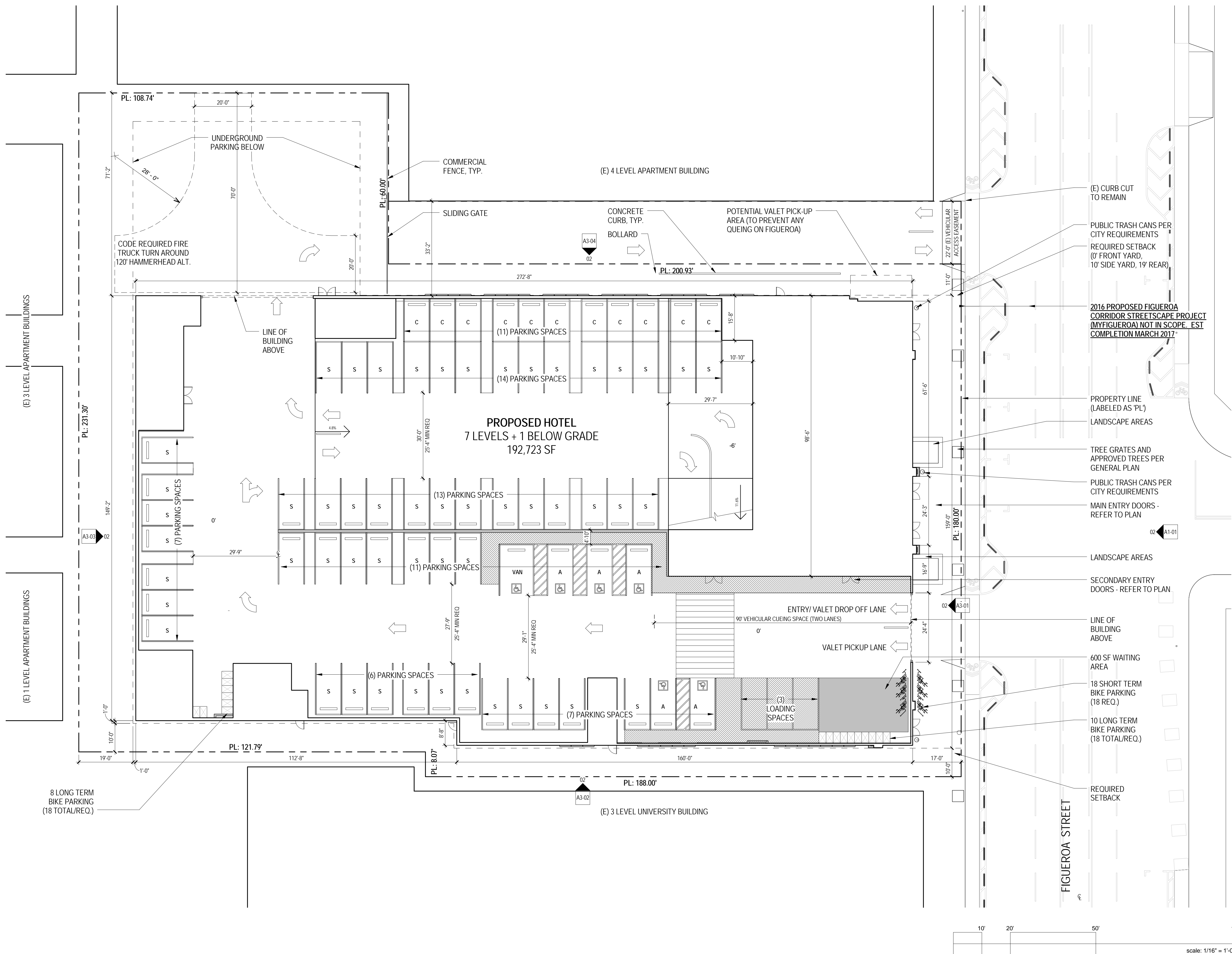
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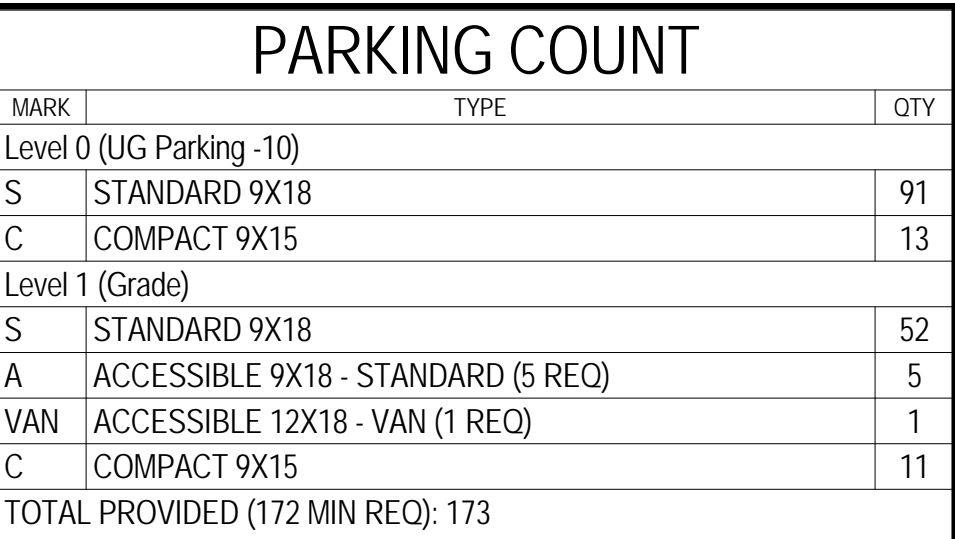
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A1-11

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Level 0 (UG Parking -10)	47024 SF
Level 1 (Grade)	40650 SF
Level 2 (Amenities)	39967 SF
Level 3 (Typical)	28753 SF
Level 4	28753 SF
Level 5	28753 SF
Level 6	28753 SF
Level 7	28753 SF
Grand total	271405 SF

HOTEL	
CAFE	1217 SF
GUESTROOMS	160482 SF
HOTEL LOBBY	3532 SF
PUBLIC AREA	12075 SF
	177306 SF

PARKING	
GROUND LEVEL PARKING	35901 SF
UNDERGROUND PARKING	47024 SF
	82925 SF
POOL & DECK	
POOL DECK	11175 SF
	11175 SF
Grand total	271405 SF

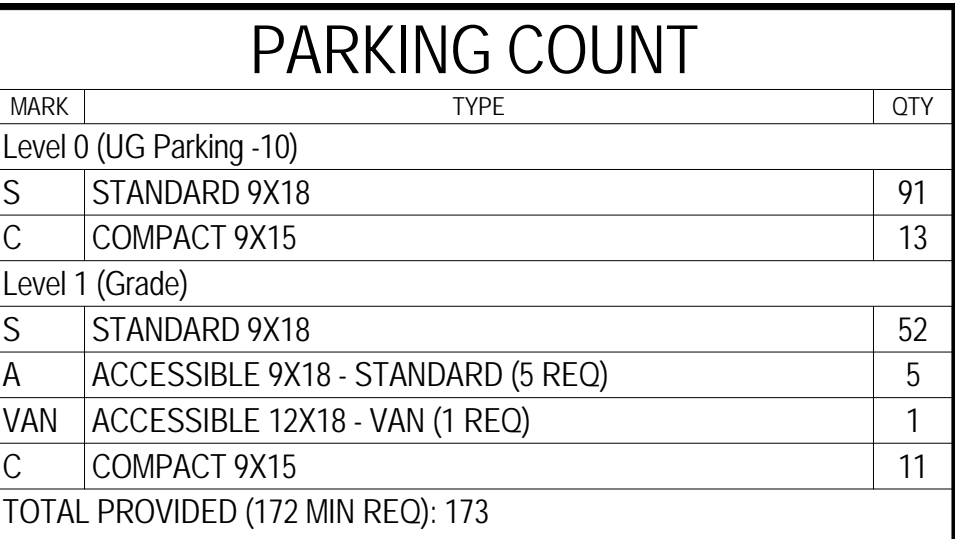
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EL SEGUNDO, CA 90245
T |310| 725-8214

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AREA ANALYSIS BY FLOOR	
Level 0 (UG Parking -10)	47024 SF
Level 1 (Grade)	40650 SF
Level 2 (Amenities)	39967 SF
Level 3 (Typical)	28753 SF
Level 4	28753 SF
Level 5	28753 SF
Level 6	28753 SF
Level 7	28753 SF
Grand total	271405 SF

AREA ANALYSIS BY TYPE	
HOTEL	
CAFE	1217 SF
GUESTROOMS	160482 SF
HOTEL LOBBY	3532 SF
PUBLIC AREA	12075 SF
	177306 SF
PARKING	
GROUND LEVEL PARKING	35901 SF
UNDERGROUND PARKING	47024 SF
	82925 SF
POOL & DECK	
POOL DECK	11175 SF
	11175 SF
Grand total	271405 SF

NOT FOR CONSTRUCTION

FIGUEROA HOTEL

3101 S Figueroa St
Los Angeles, CA 90007

FIRST FLOOR PLAN

SCALE: $3/32" = 1'-0"$

OWNER:
VISTA INVESTMENTS
● ● ●

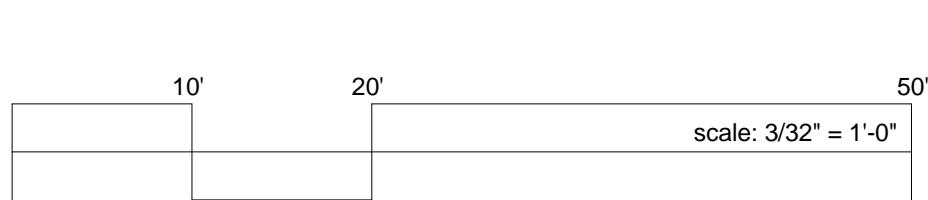
DESIGNER:
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● ● ●

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A2-11

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PROPOSED CALIFORNIA DROUGHT-TOLERANT LANDSCAPING
A. SHRUBS, 5 GAL. @ 24" SPACING
B. TREES, 15-20 GAL.
C. PALM TREES, 20 GAL.
D. PLANTER BOXES

NOTE: ALL EXISTING TREES TO BE REMOVED. PROPOSED TREES NOTED IN PLAN. ALL TREES PER GENERAL PLAN.

TREES:
BAUHINIA VARIEGATA
ERIOBOTRYA JAPONICA
ERYTHRINA SIKESII
MAGNOLIA SPECIES
TABEBUIA SPECIES
ARBUTUS UNEDO
ORCHID TREE
LOQUAT
AUSTRALIAN CORAL TREE
MAGNOLIA
TRUMPET TREE
STRAWBERRY TREE

AGAPANTHUS AFRICANUS
 AGAVE ATTENUATA
 BAMBUA OLDHAMII
 CLIVIA MINIATA
 ANIGOZANTHUS CULTIVARS
 GARDENIA JASMINOIDES
 LAVANDULA SPECIES
 LOROPETALUM CHINENSE
 MUEHLENBERGIA SPECIES
 NANDINA DOMESTICA CULTIVARS
 PHORMIUM SPECIES
 PRUNUS CAROLINIANA
 TYPHOSPORUM T. WHEELER'S DWARF
 ROSMARINUS OFFICINALIS
 SALVIA SPECIES
 STIPA TENNUSSIMA
 STRELITZIA REGINAE
 LILY OF THE NILE
 AGAVE
 TIMBER BAMBOO
 KAFFIR LILY
 KANGAROO PAW GARDENIA
 LAVENDER
 LOROPETALUM
 DEER GRASS
 HEAVENLY BAMBOO
 FLAX
 COMPACT CORALINA CHERRY
 WHEELER'S DWARF
 UPRIGHT ROSEMARY
 SAGE
 MEXICAN FEATHER GRASS
 BIRD OF PARADISE

PANDOREA SPECIES
TRACHELOSPERMUM JASMINOIDES
BOWER VINE
STAR JASMINE

3101 S Figueroa St
Los Angeles, CA 90007

SCALE: As indicated

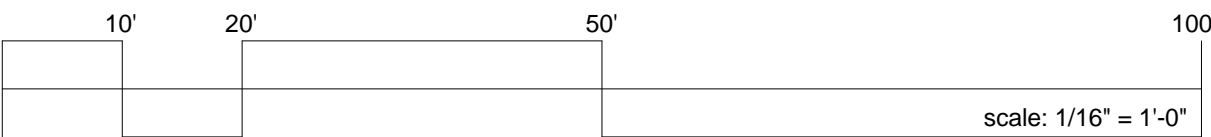
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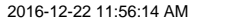
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10' 20' 5'

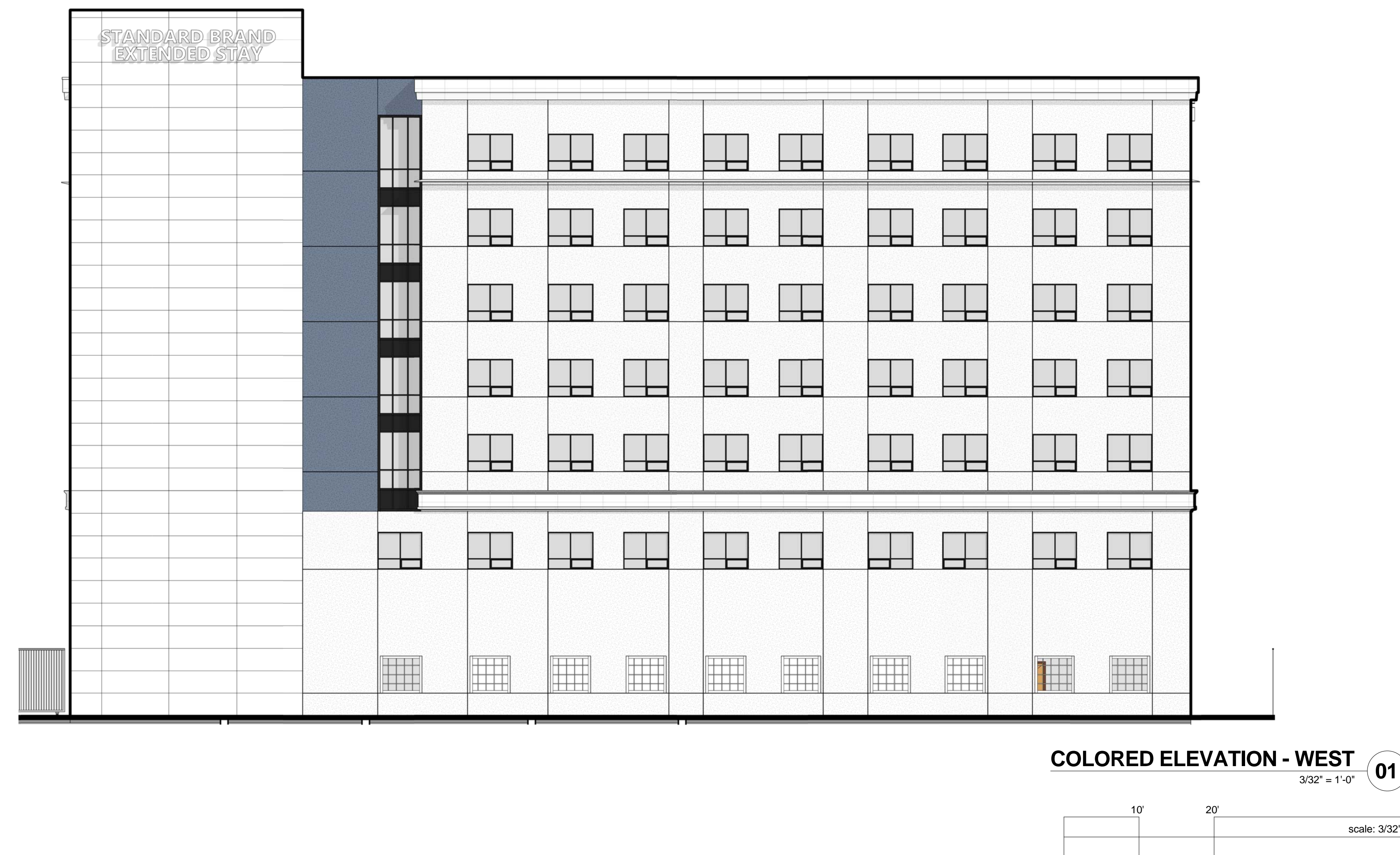
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A3-02

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03.01	FIBER CEMENT PANEL - 18X72 - LIGHT GREY (MATCH LIMESTONE)
04.06	STONE WINDOWSILL - VARIOUS SIZES
08.02	CLEAR GLAZING IN BLUE TRIM FRAME - MATCH STOREFRONT
08.05	CLEAR GLAZING IN WHITE TRIM FRAME
09.03	STUCCO - SMOOTH TROWELED FINISH - DARK GREY
09.04	STUCCO - SMOOTH TROWELED FINISH - NAVY BLUE
10.01	SIGNAGE - ILLUMINATED LETTERING IN METAL FRAME



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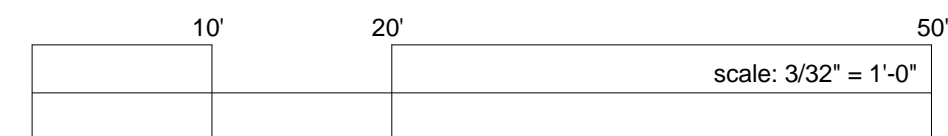




03.01	FIBER CEMENT PANEL - 18X72 - LIGHT GREY (MATCH LIMESTONE)
04.04	STONE WINDOWSILL - VARIOUS SIZES
05.06	METAL FIN UPLIGHTING PROFILE - BLACK
05.05	METAL PANEL - 48X120 - NAVY BLUE
05.06	METAL PANEL - 48X120 - BRICK RED
08.01	CLEAR GLAZING IN BLUE PAINTED STOREFRONT
08.02	CLEAR GLAZING IN BLUE TRIM FRAME - MATCH STOREFRONT
09.01	STUCCO - SMOOTH TROWELED FINISH - WHITE
09.02	STUCCO - SMOOTH TROWELED FINISH - LIGHT GREY

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03.01	FIBER CEMENT PANEL - 18X72 - LIGHT GREY (MATCH LIMESTONE)
05.04	METAL FIN UPLIGHTING PROFILE - BLACK
05.06	METAL PANEL - 48X120 - BRICK RED
08.01	CLEAR GLAZING IN BLUE PAINTED STOREFRONT
08.02	CLEAR GLAZING IN BLUE TRIM FRAME - MATCH STOREFRONT
09.01	STUCCO - SMOOTH TROWELED FINISH - WHITE
09.02	STUCCO - SMOOTH TROWELED FINISH - LIGHT GREY
09.04	STUCCO - SMOOTH TROWELED FINISH - NAVY BLUE



SCALE: 3/32" = 1'-0"

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2225 CAMPUS DRIVE
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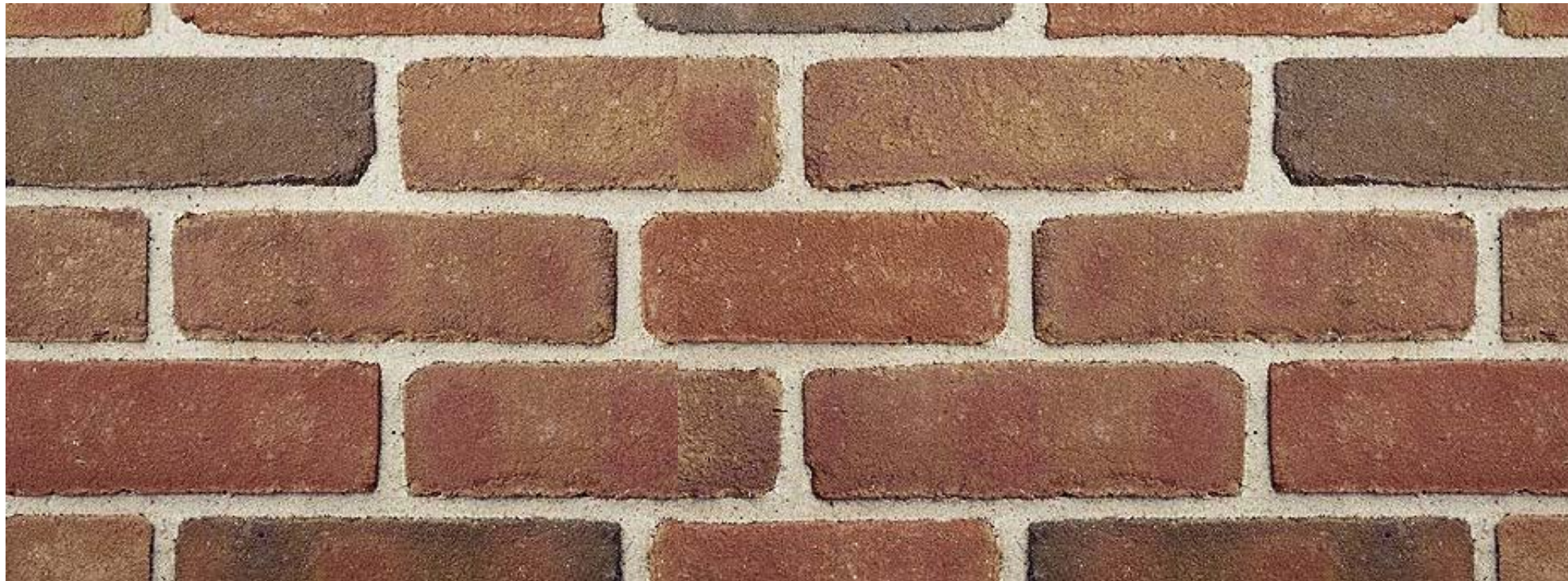
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A4-01

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4.05 - BRICK, STANDARD SIZE, MULTICOLORED LIGHT BUFF AND RED COMBINATION



05.02 - METAL CANOPY, GRAY WITH DOWNLIGHTING



4.05 - GFRC DECORATIVE BANDS @ ROOFLINE AND 7TH FLOOR



04.03 - BRICK, STANDARD SIZE, RUNNING BOND
04.04 - BRICK, STANDARD SIZE, DECORATIVE (AT COLUMNS)
08.02 - WINDOW, CLEAR GLAZING W/ GRAY FRAME



10.01 SIGNAGE ILLUMINATED, LETTERING IN METAL FRAME



08.01 - STOREFRONT, CLEAR GLAZING W/ GRAY PAINTED FRAME AND GLASS BLOCK ABOVE. SIGNAGE TO BE INTEGRATED WITH STOREFRONT DESIGN



04.01 - LIMESTONE, 18"x36", RUNNING BOND
04.02 - LIMESTONE, 18"x36", STACK BOND (AT COLUMNS)



PERSPECTIVE VIEW FROM NORTH FIGUEROA STREET

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FIGUEROA HOTEL

3101 S Figueroa St
Los Angeles, CA 90007

MATERIALS BOARD -
EXTERIOR @ FIGUEROA

SCALE: 12" = 1'-0"

OWNER:
VISTA INVESTMENTS

VISTA INVESTMENTS LLC
2225 CAMPUS DRIVE
EL SEGUNDO, CA 90245
T (310) 729-8214

DESIGNER:
VISTA DESIGN BUILD

12.21.2016
DRAWN BY: VDB

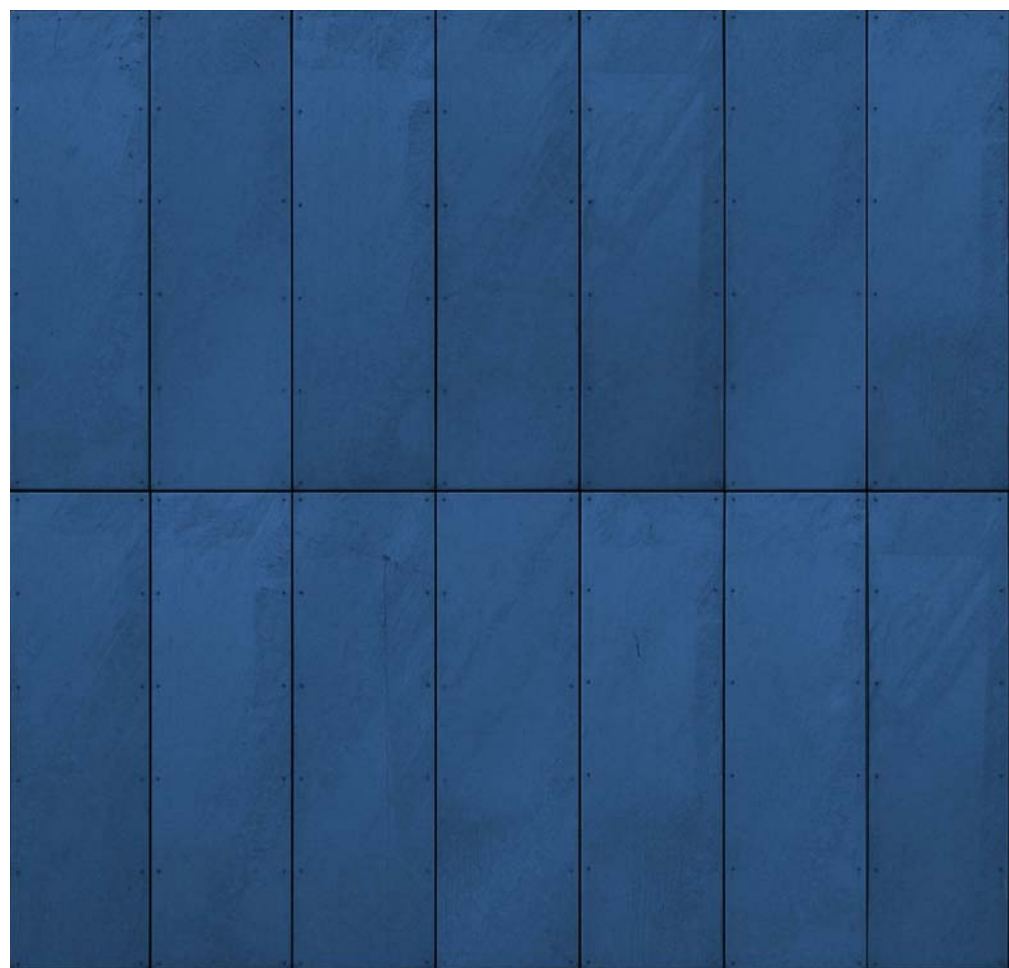
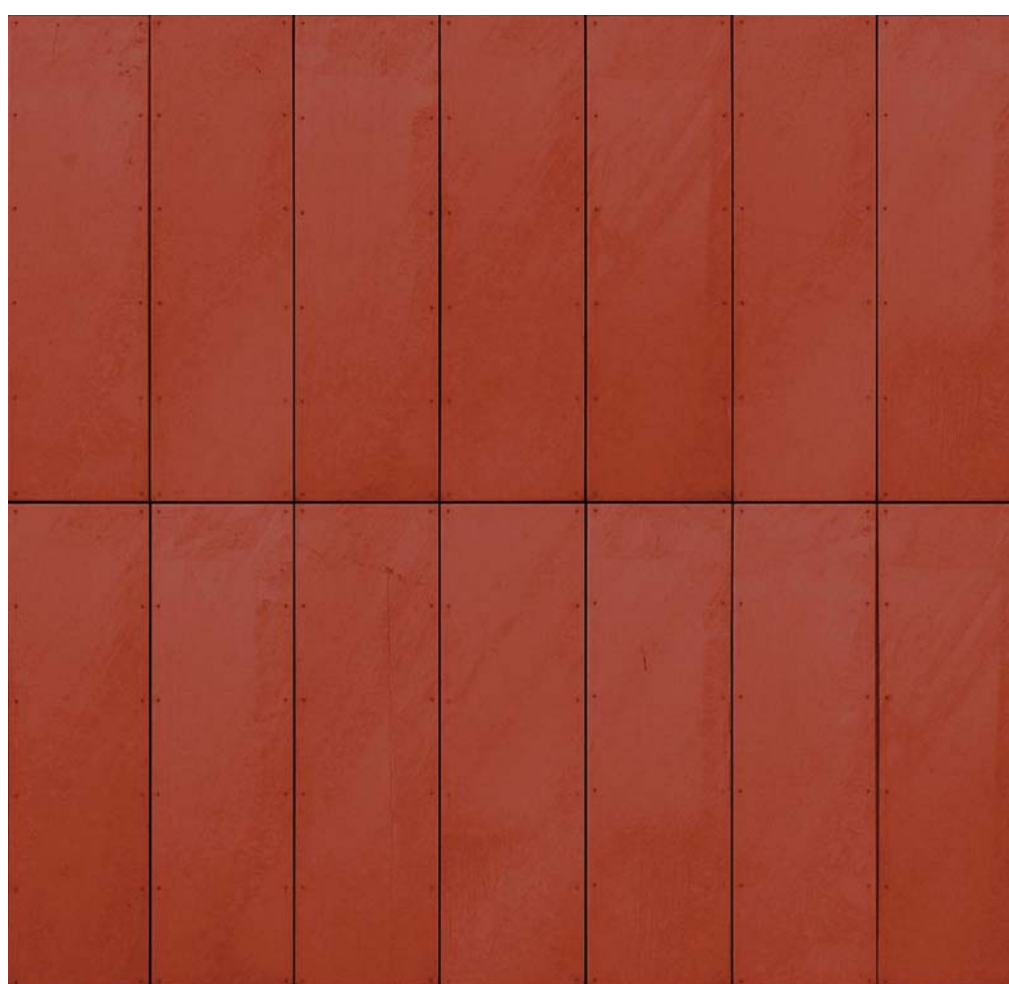
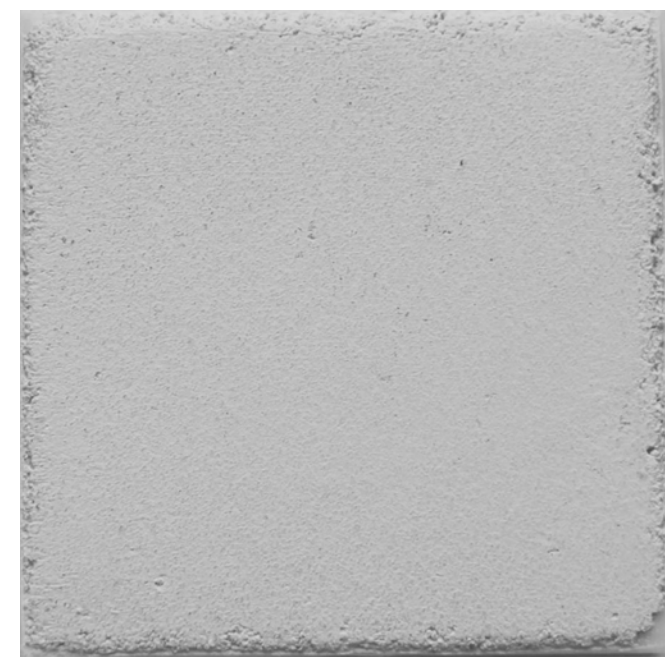
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REV. # DATE DESCRIPTION

A5-01

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FIGUEROA HOTEL

3101 S Figueroa St
Los Angeles, CA 90007

**MATERIALS BOARD -
EXTERIOR**

SCALE: 12" = 1'-0"

OWNER:
VISTA INVESTMENTS

VISTA INVESTMENTS LLC
2225 CAMPUS DRIVE
EL SEGUNDO, CA 90245
T [310] 725-8214

DESIGNER:
VISTA DESIGN BUILD

12.21.2016
DRAWN BY: VDB

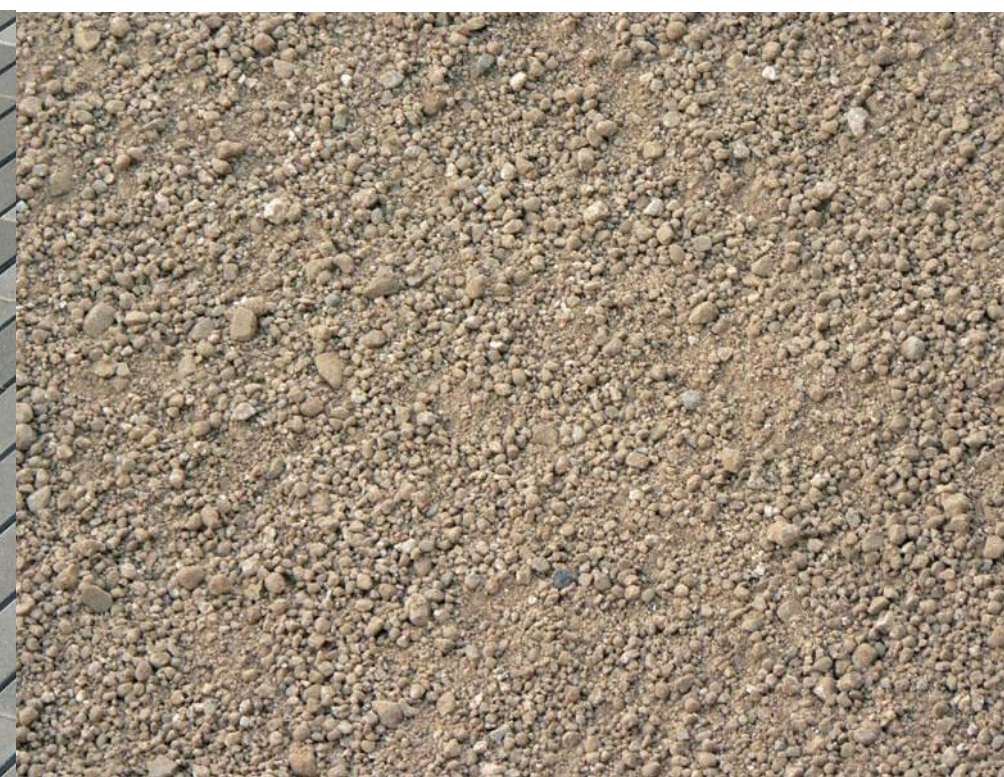
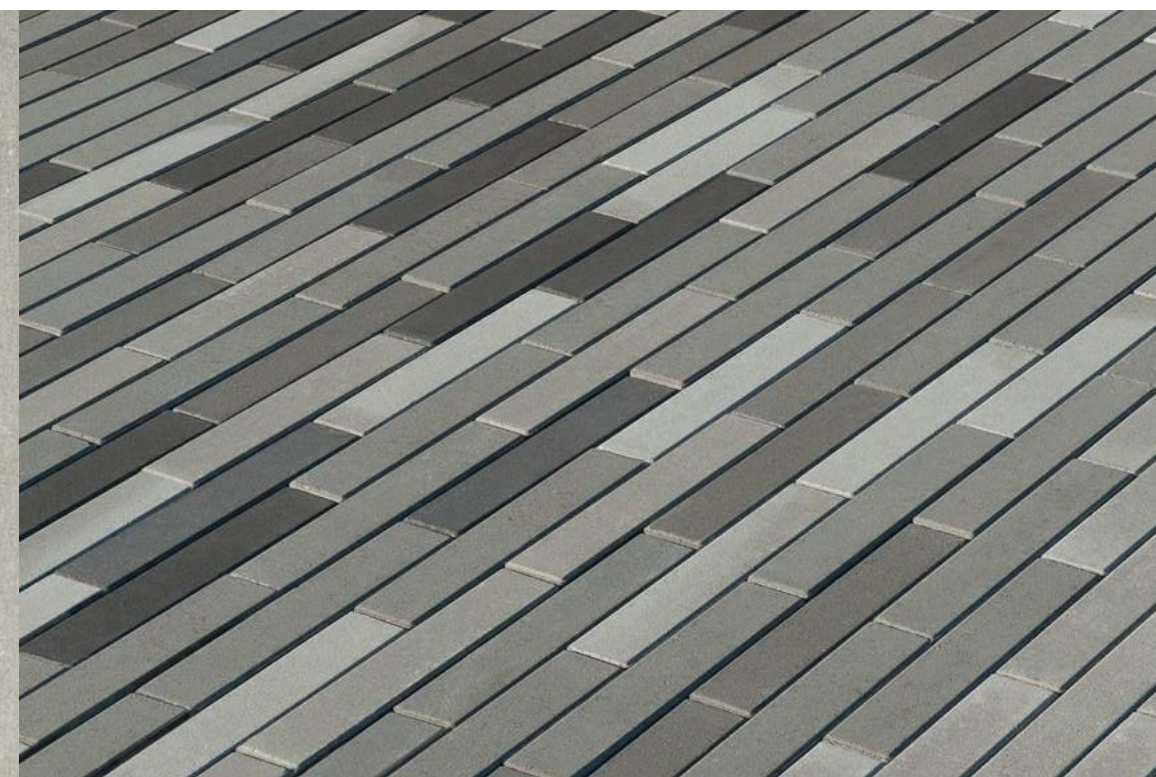
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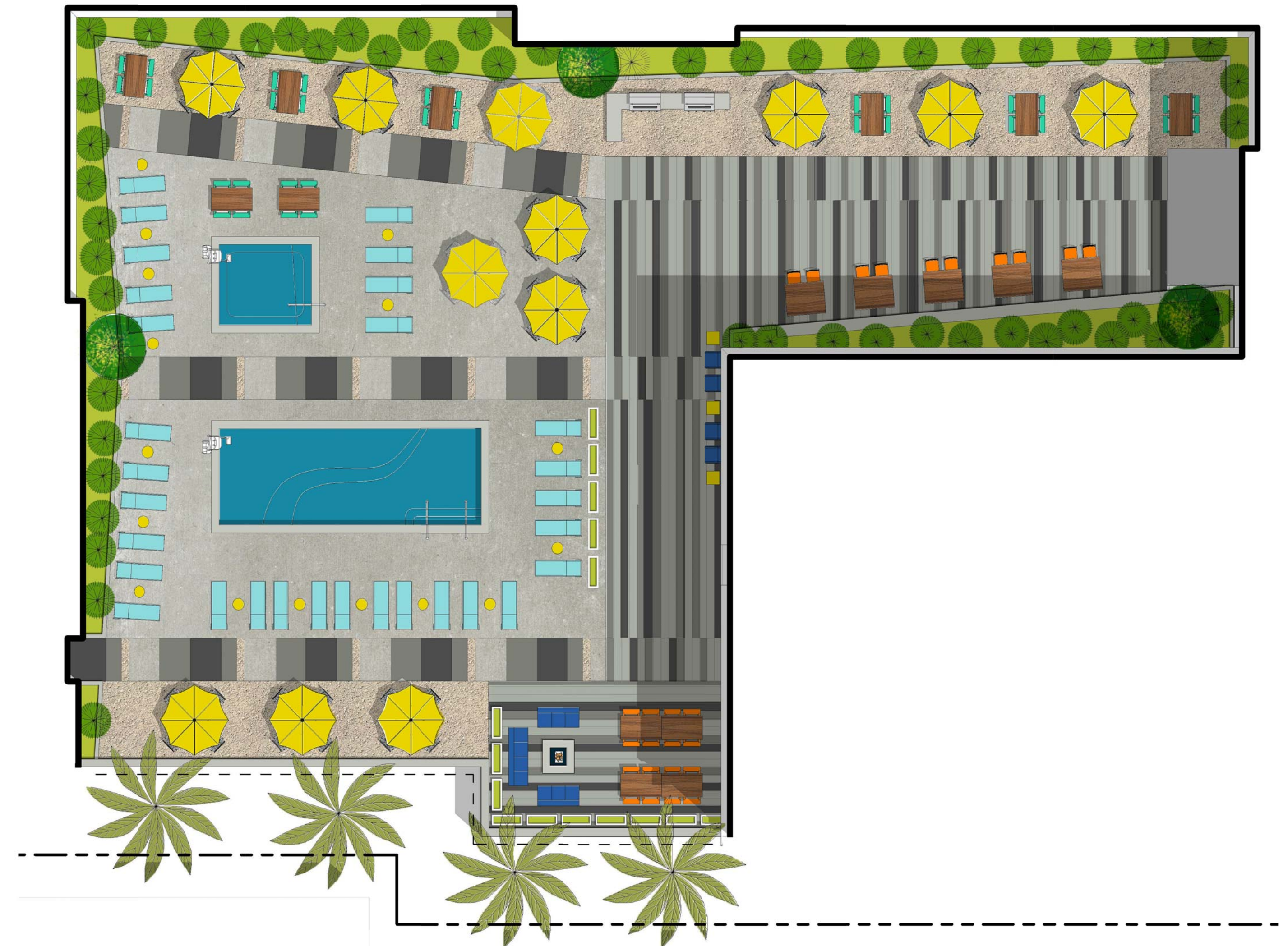
A5-02

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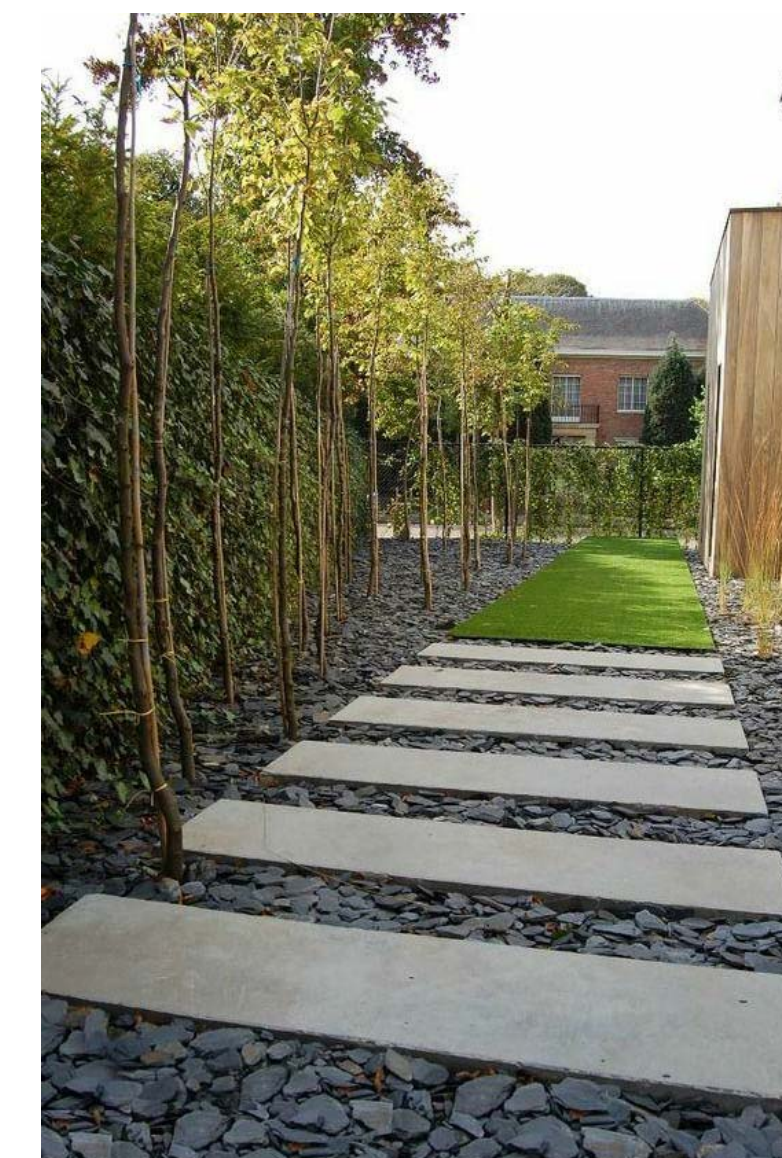
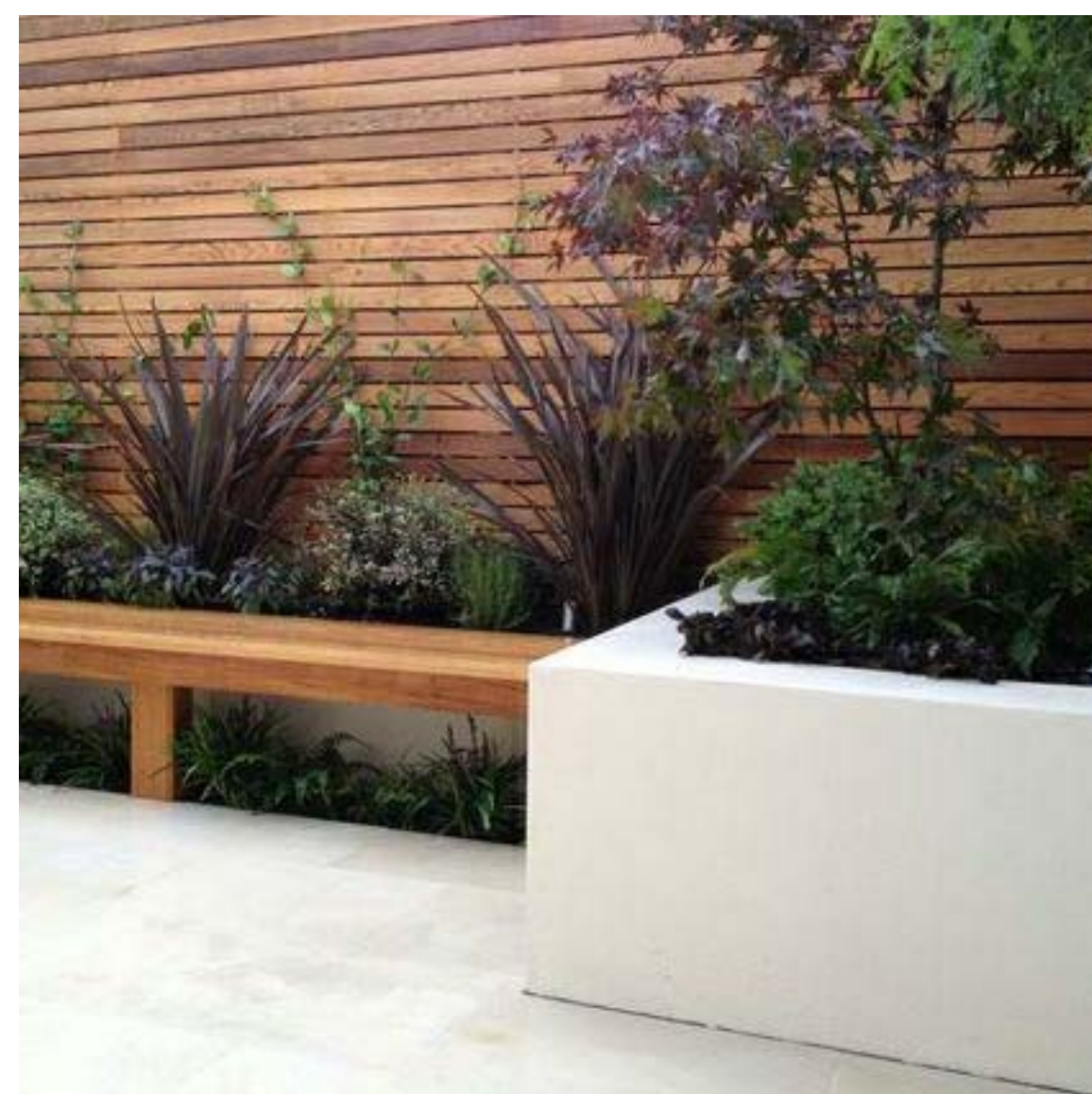
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COURTYARD MATERIALS



COURTYARD - COLORED LANDSCAPE PLAN 02
3/32" = 1'-0"



PRECEDENCE - COURTYARD 01
12" = 1'-0"

NOT FOR CONSTRUCTION

FIGUEROA HOTEL

3101 S Figueroa St
Los Angeles, CA 90007

**MATERIALS BOARD -
COURTYARD LANDSCAPE**

CALE: As indicated

OWNER:
VISTA INVESTMENTS

VISTA INVESTMENTS LLC
2225 CAMPUS DRIVE
EL SEGUNDO, CA 90245
TEL (310) 725-8214

DESIGNER:
VISTA DESIGN BUILD

12.21.2016
DRAWN BY: VDB

ENTITLEMENTS

REV. #	DATE	DESCRIPTION
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A5-03

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AERIAL - S CORNER 04



AERIAL - E CORNER 02



AERIAL - W CORNER 03



AERIAL - N CORNER 01

NOT FOR CONSTRUCTION

FIGUEROA HOTEL

3101 S Figueroa St
Los Angeles, CA 90007

AERIAL PERSPECTIVES

SCALE:

OWNER:
VISTA INVESTMENTS

VISTA INVESTMENTS LLC
2225 CAMPUS DRIVE
EL SEGUNDO, CA 90245
T (310) 729-8214

DESIGNER:
VISTA DESIGN BUILD

12.21.2016
DRAWN BY: VDB

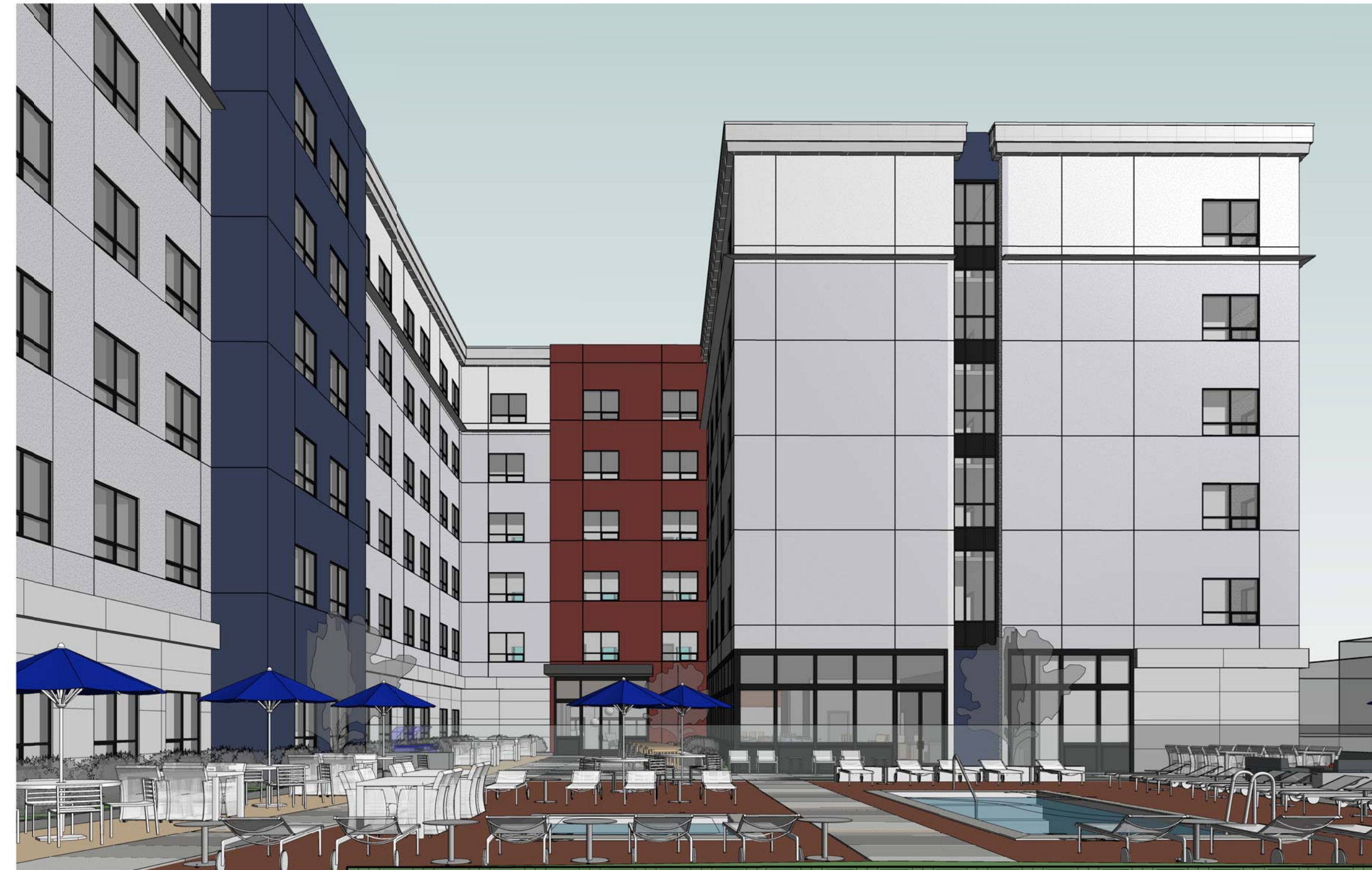
ENTITLEMENTS

REV. # DATE DESCRIPTION

A9-00

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2016-12-22 12:07:34 PM



NOT FOR CONSTRUCTION

FIGUEROA HOTEL

3101 S Figueroa St
Los Angeles, CA 90007

INTERIOR COURTYARD VIEWS

SALE:

OWNER:
VISTA INVESTMENTS

VISTA INVESTMENTS LLC
2225 CAMPUS DRIVE
EL SEGUNDO, CA 90245
T [310] 725-8214

DESIGNER:
VISTA DESIGN BUILD

12.21.2016
DRAWN BY: VDB

ENTITLEMENTS	
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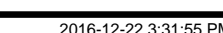
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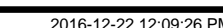
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A9-01

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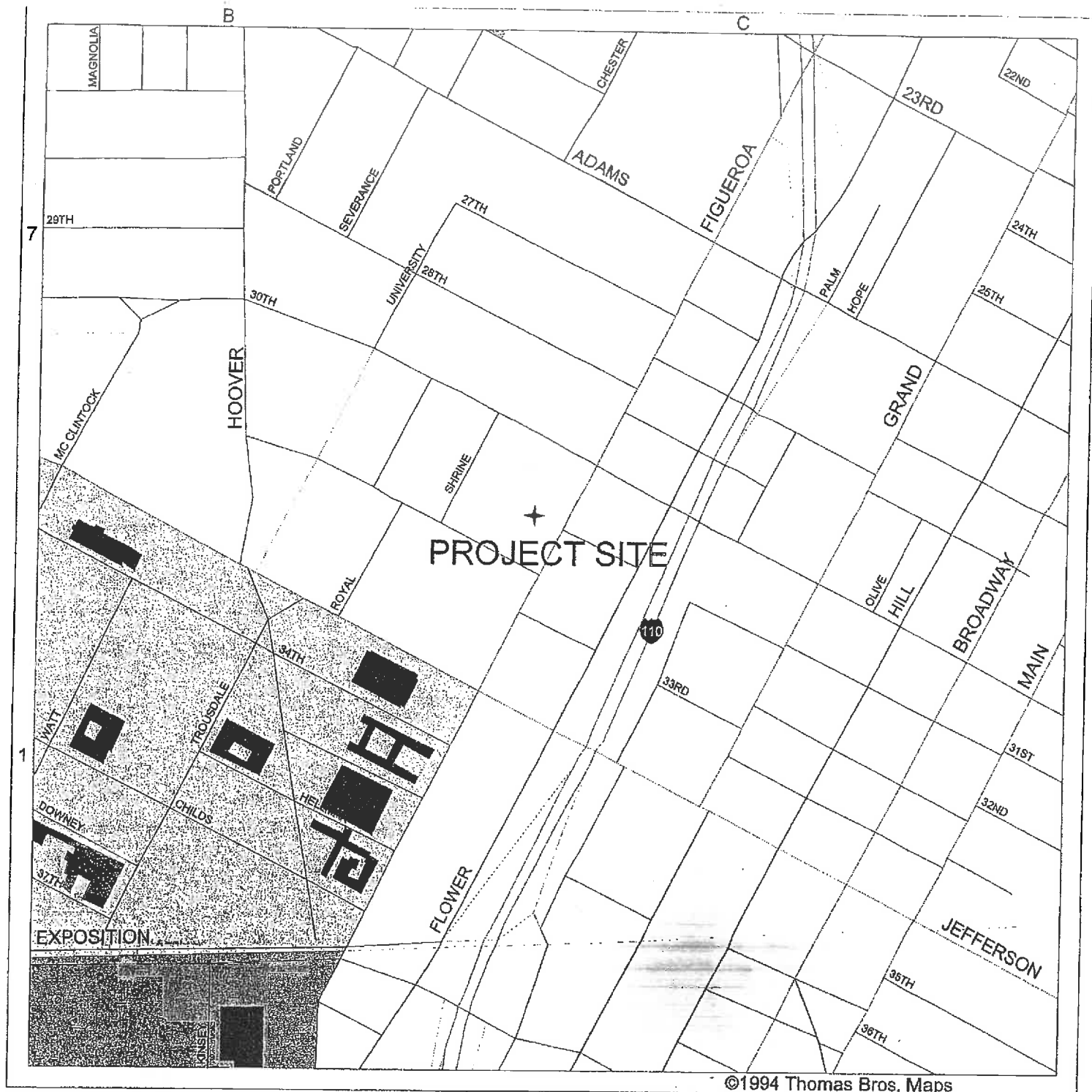
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Exhibit B

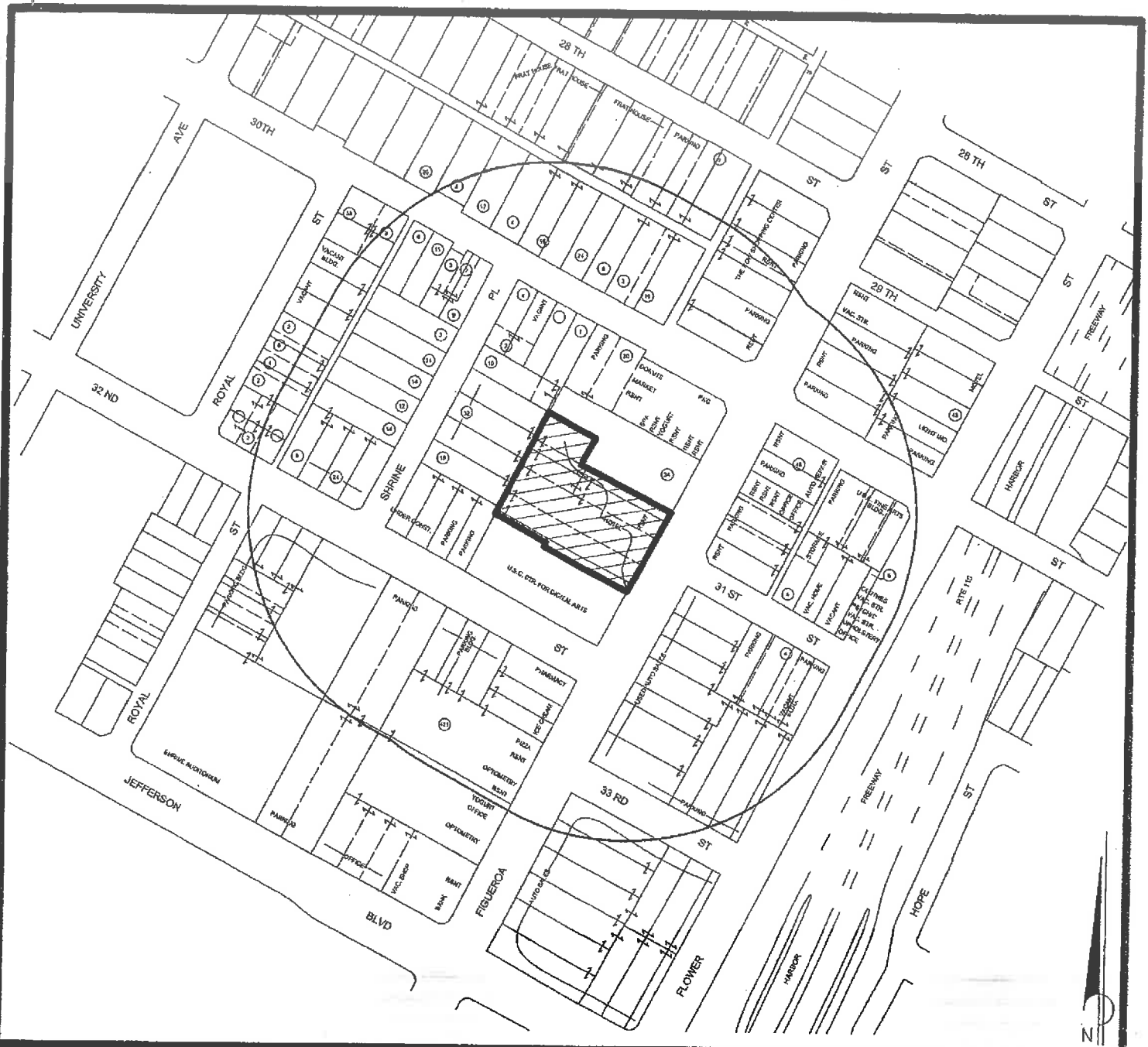


VICINITY MAP

SITE : 3101 S. FIGUEROA STREET

GC MAPPING SERVICE, INC.

3055 WEST VALLEY BOULEVARD
ALHAMBRA CA 91803
(626) 441-1080, FAX (626) 441-8850
GCMAPPING@RADIUSMAPS.COM



EXISTING LAND USES



3101 S. FIGUEROA STREET

CASE NO.

DATE: 06 - 09 - 2016

SCALE: 0' 100' 200' 300' 400' 500'

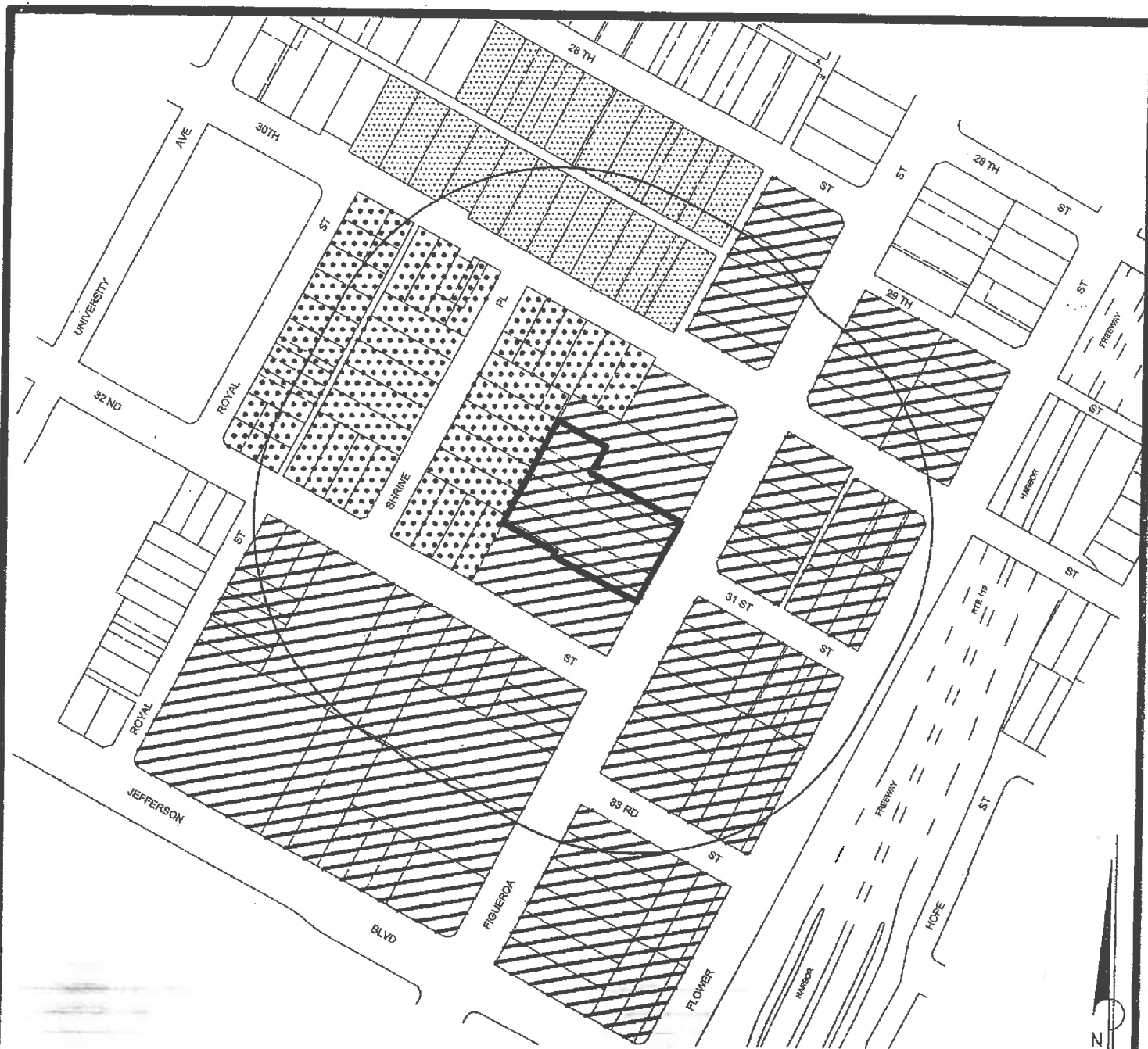
GC MAPPING SERVICE

3055 WEST VALLEY BOULEVARD

ALHAMBRA CA 91803

(626) 441-1080, (626) 441-8850

gcmapping@radiusmaps.com



EXISTING - SOUTH AND SOUTHEAST LOS ANGELES COMMUNITY PLANS



LOW MEDIUM II RESIDENTIAL - RD1.5, RD2, RW2, RZ2.5



MEDIUM RESIDENTIAL - R3



COMMUNITY COMMERCIAL - CR, C2, C4, RAS3, RAS4

CASE NO.

DATE: 06 - 09 - 2016

SCALE: 0' 100' 200' 300' 400' 500'

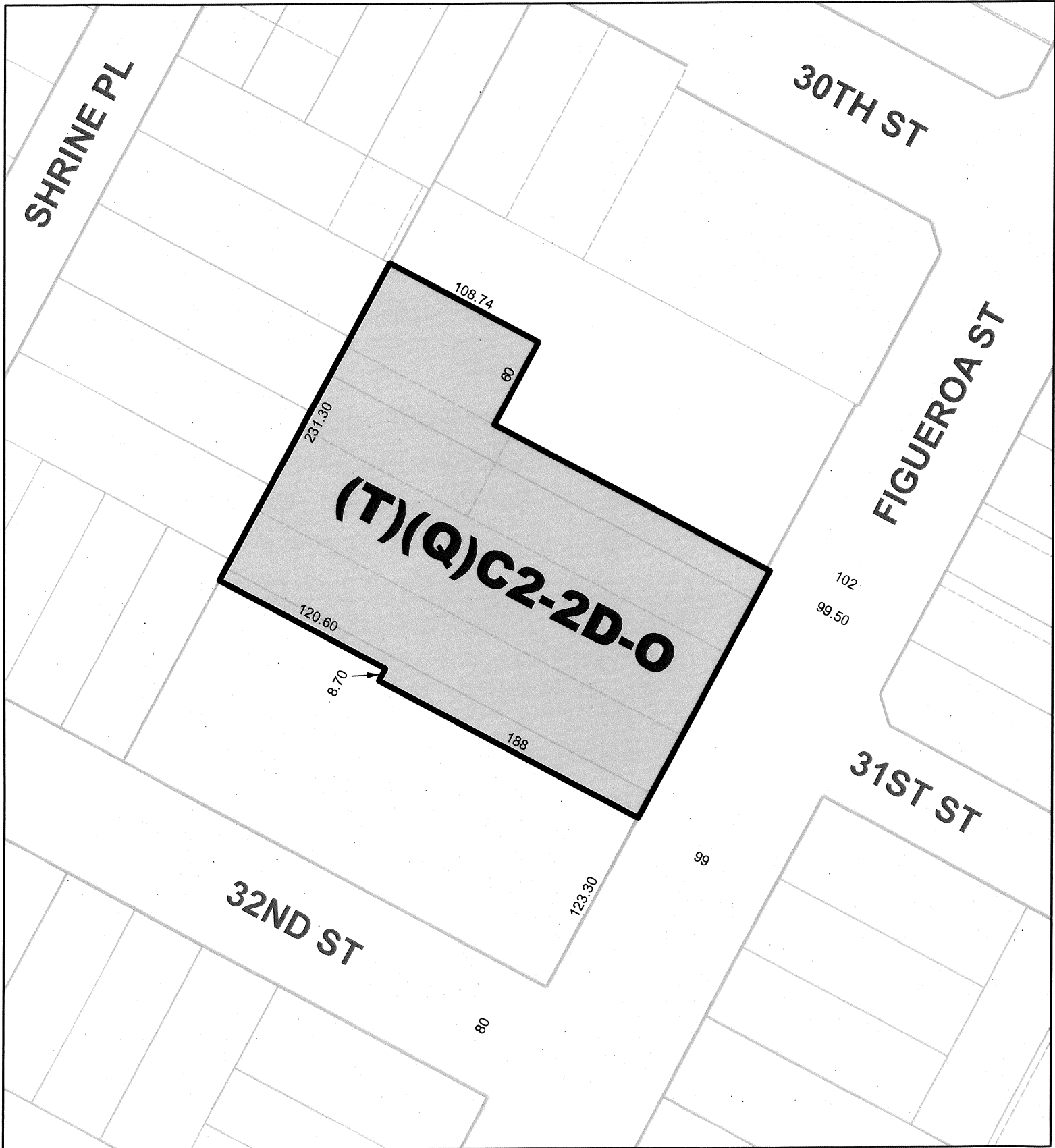
GC MAPPING SERVICE

3055 WEST VALLEY BOULEVARD

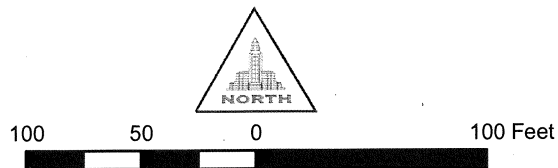
ALHAMBRA CA 91803

(626) 441-1080, (626) 441-8850

gcmapping@radlusmaps.com



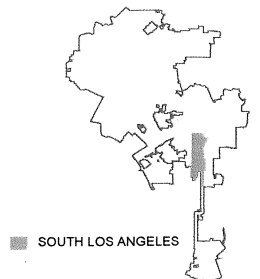
City of Los Angeles



CPC 2016-2466 GPA ZC HD VCU CUB SPR

LH/cf

122016

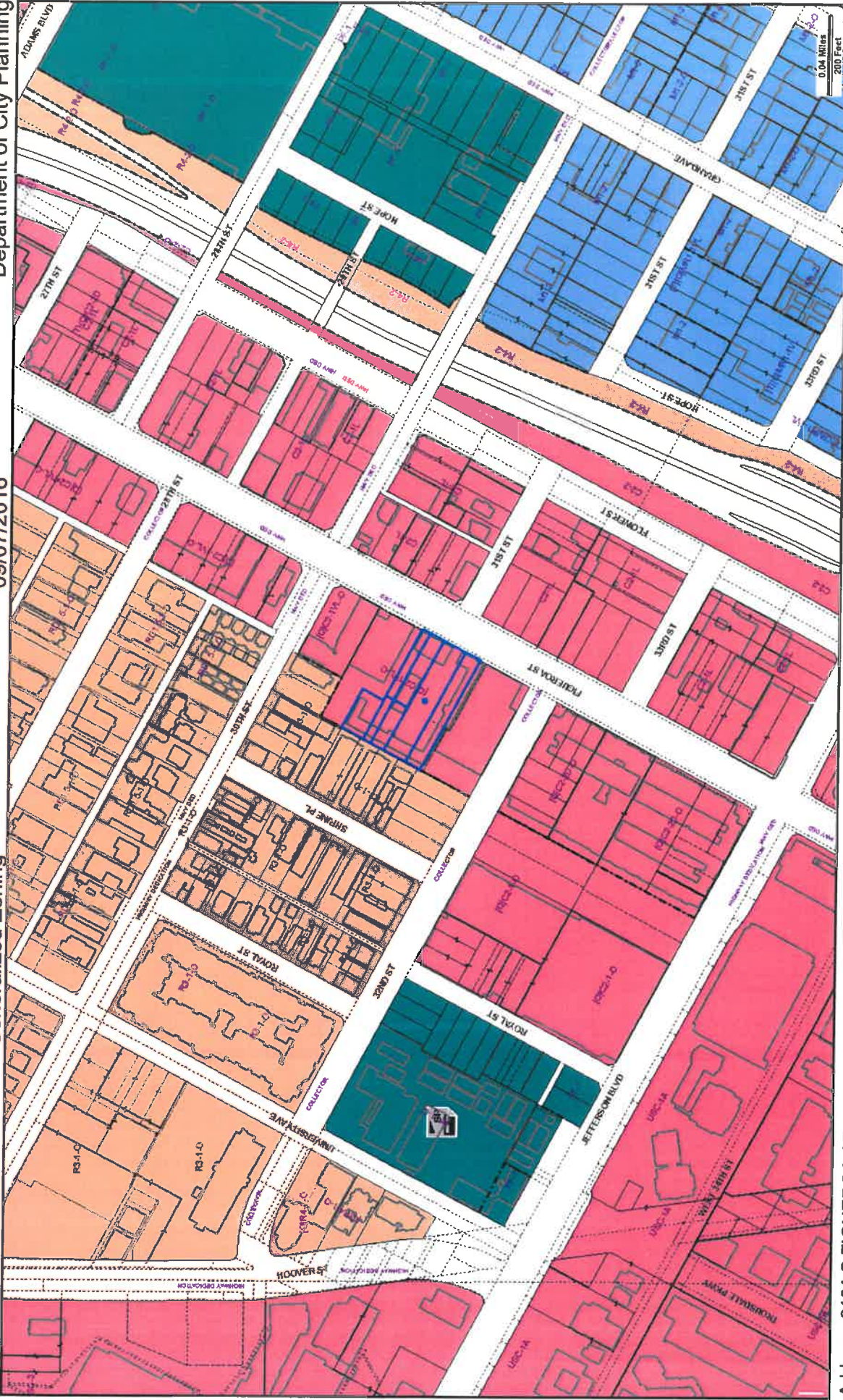


ZIMAS PUBLIC

Generalized Zoning

09/07/2016

City of Los Angeles
Department of City Planning



Address: 3101 S FIGUEROA ST

APN: 5123010026

PIN #: 120A203 39

Tract: DANA TRACT

Block: None

Lot: 15

Arb: 1

Zoning: [Q]C2-1VL-O

General Plan: Community Commercial

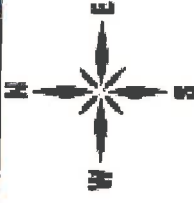





Exhibit C

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

LEAD CITY AGENCY City of Los Angeles	COUNCIL DISTRICT CD 9 - CURREN D. PRICE, JR.		
PROJECT TITLE ENV-2016-2467-MND	CASE NO. CPC-2016-2466-GPA-ZC-HD-VCU-CUB-SPR, CPC-2016-3044-DA		
PROJECT LOCATION 3031 S FIGUEROA ST			
PROJECT DESCRIPTION The proposed development will consist of the construction of a new 7-story hotel building with a maximum of 275 guest rooms. The hotel will accommodate two different hotel brands within the building. An extended stay hotel brand will operate 150 larger all-suite rooms, and a select service brand will operate 125 standard hotel rooms. There will be one lobby serving both brands on the ground floor with ground floor amenity areas, including a lounge for hotel patrons. An approximately 1,400 square foot public restaurant/café would also be located on the ground floor for general public use. An amenity deck on the second floor podium would provide a pool, barbeque area, and lounge area. An indoor fitness center along with small conference rooms, offices, lounges, and a laundry facility would also be located on the second floor. Parking (173 provided and 171 required) will be provided in one level of subterranean parking and one level at-grade within the hotel building. The proposed building will be approximately 85'-0" to the top of the roof and 94'-0" feet tall to the top of the elevator overrun above the roof.			
NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY Vista Investments LLC 2225 Campus Drive El Segundo, CA 90245			
FINDING: The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance <p style="text-align: center;">(CONTINUED ON PAGE 2)</p>			
SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.			
Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.			
THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.			
NAME OF PERSON PREPARING THIS FORM JORDANN TURNER	<table border="1" style="width: 100%; border-collapse: collapse;"><tr><td style="width: 50%; vertical-align: top;">TITLE CITY PLANNER</td><td style="width: 50%; vertical-align: top;">TELEPHONE NUMBER (213) 978-1365</td></tr></table>	TITLE CITY PLANNER	TELEPHONE NUMBER (213) 978-1365
TITLE CITY PLANNER	TELEPHONE NUMBER (213) 978-1365		
ADDRESS 200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	<table border="1" style="width: 100%; border-collapse: collapse;"><tr><td style="width: 60%; vertical-align: top;">SIGNATURE (Official) </td><td style="width: 40%; vertical-align: top;">DATE JANUARY 11, 2017</td></tr></table>	SIGNATURE (Official) 	DATE JANUARY 11, 2017
SIGNATURE (Official) 	DATE JANUARY 11, 2017		

III-90. Air Quality

- Air Quality impacts from project implementation due to construction-related emissions may occur. However, the potential impact may be mitigated to a less than significant level by the following measures:
- AQ-1 All off-road construction equipment greater than 50 hp shall meet US EPA Tier 4 emission standards, where available, to reduce NOx, PM10 and PM2.5 emissions at the Project site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- AQ-2 Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained, the Lead Agency shall require trucks that meet U.S. EPA 2007 model year NOx emissions requirements.
- AQ-3 At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.

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

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

VI-40. Grading (20,000 Cubic Yards, or 60,000 Square Feet of Surface Area or Greater)

- Impacts will result from the alteration of natural landforms due to extensive grading activities. However, this impact will be mitigated to a less than significant level by designing the grading plan to conform with the City's Landform Grading Manual guidelines, subject to approval by the Department of City Planning and the Department of Building and Safety's Grading Division. Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:
- A deputy grading inspector shall be on-site during grading operations, at the owner's expense, to verify compliance with these conditions. The deputy inspector shall report weekly to the Department of Building and Safety (LADBS); however, they shall immediately notify LADBS if any conditions are violated.

- "Silt fencing" supported by hay bales and/or sand bags shall be installed based upon the final evaluation and approval of the deputy inspector to minimize water and/or soil from going through the chain link fencing potentially resulting in silt washing off-site and creating mud accumulation impacts.
- "Orange fencing" shall not be permitted as a protective barrier from the secondary impacts normally associated with grading activities.
- Movement and removal of approved fencing shall not occur without prior approval by LADBS.

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

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

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

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

XIV-10. Public Services (Fire)

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

XIV-30. Public Services (Police)

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

XVI-30. Transportation (Haul Route)

- 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.
- 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.
- 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.

XVI-80. Transportation/Traffic

- The project will result in impacts to transportation and/or traffic systems. However, the impact can be reduced to a less than significant level through compliance with the following measure(s):
- 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 should 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.
- 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.

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

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

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

LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICT: CD 9 - CURREN D. PRICE, JR.	DATE:
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2016-2467-MND	RELATED CASES: CPC-2016-2466-GPA-ZC-HD-VCU-CUB-SPR, CPC-2016-3044-DA	
PREVIOUS ACTIONS CASE NO.:	<input type="checkbox"/> Does have significant changes from previous actions. <input checked="" type="checkbox"/> Does NOT have significant changes from previous actions.	
PROJECT DESCRIPTION: (N) 7-STORY DUAL-BRANDED HOTEL WITH 275 GUEST ROOMS		
ENV PROJECT DESCRIPTION: The proposed development will consist of the construction of a new 7-story hotel building with a maximum of 275 guest rooms. The hotel will accommodate two different hotel brands within the building. An extended stay hotel brand will operate 150 larger all-suite rooms, and a select service brand will operate 125 standard hotel rooms. There will be one lobby serving both brands on the ground floor with ground floor amenity areas, including a lounge for hotel patrons. An approximately 1,400 square foot public restaurant/café would also be located on the ground floor for general public use. An amenity deck on the second floor podium would provide a pool, barbeque area, and lounge area. An indoor fitness center along with small conference rooms, offices, lounges, and a laundry facility would also be located on the second floor. Parking (173 provided and 171 required) will be provided in one level of subterranean parking and one level at-grade within the hotel building. The proposed building will be approximately 85'-0" to the top of the roof and 94'-0" feet tall to the top of the elevator overrun above the roof.		
ENVIRONMENTAL SETTINGS: The Project site consists of one parcel (APN 5123-010-029) at 3031-3105 S. Figueroa Avenue. The Project site is currently developed with a two-story, 72-room Vagabond Inn and a free standing restaurant called the Trio House. The Project site is located in the University Park neighborhood, which generally surrounds the USC campus. Regional access is by the Harbor and the Santa Monica Freeways. Major Highways serving the Project area include Figueroa Avenue, Jefferson Boulevard, Hoover Street, Adams Boulevard, and Exposition Boulevard. Secondary streets serving the Project area include Flower Street and 30th Street. The Project site is also located approximately 650 feet northwest of the Jefferson/USC Station on the Metro Expo Line. The Project site is immediately surrounded by a mix of residential, retail, educational uses, and surface parking lots. Buildings range from low-rise to mid-rise buildings, which are physically separated from the Project site by secondary and local streets. On the west side of the site are 1-3 story apartment buildings along Shrine Place. Abutting the Project site to the south is the 3-story Robert Zemeckis Center for Digital Arts at USC with the approximately 5-story Shrine Auditorium and the 8-story University Gateway development farther south. Abutting the site to the north is a 3-story apartment building. On the east side of Figueroa Avenue, opposite the site are 1-story commercial buildings, surface parking lots for an automobile dealership, and 1-2 story residential buildings. The project site is located within a Transit Priority Area and the Greater Downtown Housing Incentive Area. The site is not located within a Bureau of Engineering-designated Special Grading Area or Hillside Area. The site is located within a Methane Zone and is located 1.39 kilometers from the Puente Hills Blind Thrust fault. The site is not located within a very high fire hazard severity zone, a flood zone, landslide, liquefaction, or tsunami inundation zone.		
PROJECT LOCATION: 3031 S FIGUEROA ST		

COMMUNITY PLAN AREA: SOUTH LOS ANGELES STATUS: <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	AREA PLANNING COMMISSION: SOUTH LOS ANGELES	CERTIFIED NEIGHBORHOOD COUNCIL: EMPOWERMENT CONGRESS NORTH AREA
EXISTING ZONING: [Q]C2-1VL-O	MAX. DENSITY/INTENSITY ALLOWED BY ZONING: N/A	LA River Adjacent:
GENERAL PLAN LAND USE: COMMUNITY COMMERCIAL	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: N/A	
	PROPOSED PROJECT DENSITY: 275 rooms	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

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



CITY PLANNER

(213) 978-1365

Signature

Title

Phone

Evaluation Of Environmental Impacts:

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

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

Environmental Factors Potentially Affected:

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

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

Background

PROPONENT NAME:

Vista Investments LLC

PHONE NUMBER:

(310) 725-8214

APPLICANT ADDRESS:

2225 Campus Drive
El Segundo, CA 90245

AGENCY REQUIRING CHECKLIST:

Department of City Planning

DATE SUBMITTED:

07/12/2016

PROPOSAL NAME (if Applicable):

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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I. AESTHETICS

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

II. AGRICULTURE AND FOREST RESOURCES

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

III. AIR QUALITY

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

IV. BIOLOGICAL RESOURCES

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

V. CULTURAL RESOURCES

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

VI. GEOLOGY AND SOILS

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

VII. GREEN HOUSE GAS EMISSIONS

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

VIII. HAZARDS AND HAZARDOUS MATERIALS

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

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

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

X. LAND USE AND PLANNING

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

XI. MINERAL RESOURCES

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

XII. NOISE

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

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

XIII. POPULATION AND HOUSING

a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			✓	
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			✓	

XIV. PUBLIC SERVICES

a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?		✓		
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?		✓		
c.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?				✓
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?			✓	
e.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities?			✓	

XV. RECREATION

a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✓
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓

XVI. TRANSPORTATION/TRAFFIC

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

XVII. TRIBAL CULTURAL RESOURCES

a.	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: 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		✓		
b.	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: 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.		✓		

XVIII. UTILITIES AND SERVICE SYSTEMS

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

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?			✓	
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Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			✓	
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	

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

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

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

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

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2016-2467-MND** and the associated case(s),

CPC-2016-2466-GPA-ZC-HD-VCU-CUB-SPR, CPC-2016-3044-DA. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

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

ADDITIONAL INFORMATION:

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

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org> ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763.

Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shmp/>

Engineering/Infrastructure/Topographic Maps/Parcel Information - <http://boemaps.eng.ci.la.ca.us/index01.htm> or City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
JORDANN TURNER	CITY PLANNER	(213) 978-1365	12/12/2016

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

I. AESTHETICS

a.	NO IMPACT	A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. Diminishment of a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected. The project is not located on or near any scenic vista. Furthermore, pursuant to Section 21099(d)(1) of the California Public Resources Code (PRC), the project is a mixed-use hotel project located on an infill site within a transit priority area. As such, aesthetic impacts shall not be considered a significant impact on the environment. Therefore, no impact would occur.	
b.	NO IMPACT	A significant impact would occur if the proposed project would substantially damage a scenic resource, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. The project is not located on or near any scenic resource. Furthermore, pursuant to Section 21099(d)(1) of the California Public Resources Code (PRC), the project is a mixed-use hotel project located on an infill site within a transit priority area. As such, aesthetic impacts shall not be considered a significant impact on the environment. Therefore, no impact would occur.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would substantially degrade the existing visual character or quality of the project site and its surroundings. Significant impacts to the visual character of a site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area. The subject property is currently	

Impact?	Explanation	Mitigation Measures
	<p>improved with two-story courtyard style hotel complex. The proposed project would include seven (7) stories, with a maximum height of 93 feet. Nevertheless, other surrounding properties located along Figueroa Street are similar in size and scale. Furthermore, pursuant to Section 21099(d)(1) of the California Public Resources Code (PRC), the project is a mixed-use building (hotel and commercial uses) located on an infill site within a transit priority area. As such, aesthetic impacts shall not be considered a significant impact on the environment. Therefore, project impacts would be less than significant.</p>	
d. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions. Due to the urbanized nature of the area, a moderate level of ambient nighttime light already exists. Nighttime lighting sources include street lights, vehicle headlights, and interior and exterior building illumination. The proposed project would include nighttime security lighting primarily along the perimeter of the project site. However, the security lighting would be night-friendly LEDs and would not substantially change existing ambient nighttime lighting conditions. Nevertheless, pursuant to Section 21099(d)(1) of the California Public Resources Code (PRC), the project is a mixed-use residential project located on an infill site within a transit priority area. As such, aesthetic impacts shall not be considered a significant</p>	

Impact?	Explanation	Mitigation Measures
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impact on the environment. Therefore, project impacts would be less than significant

II. AGRICULTURE AND FOREST RESOURCES

a.	NO IMPACT	A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses. The project site is developed with a postpartum facility. No Farmland, agricultural uses, or related operations are present within the project site or surrounding area. Due to its urban setting, the project site and surrounding area are not included in the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the proposed project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur.	
b.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing agricultural zoning or agricultural parcels enrolled under a Williamson Act Contract. The project site is not zoned for agricultural use or under a Williamson Act Contract. The project site is currently zoned [Q]C2-1VL. As the project site and surrounding area do not contain farmland of any type, the proposed project would not conflict with a Williamson Act Contract. Therefore, no impact would occur.	
c.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning for, or caused rezoning of forest land or timberland or result in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. As identified above, the project site is currently zoned [Q]C2-1VL-O. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	
d.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning for, or caused rezoning of forest land or timberland or result in the loss of forest land or in the conversion of forest land to non-forest use. The project site	

Impact?	Explanation	Mitigation Measures
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		and the surrounding area are not zoned for forest land or timberland. As identified above, the project site is currently zoned [Q]C2-1VL-O. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	
e.	NO IMPACT	A significant impact would occur if the proposed project caused the conversion of farmland to non-agricultural use or Forest Land to Non-Forest Use. The project site does not contain farmland, forestland, or timberland. Therefore, no impact would occur.	

III. AIR QUALITY

a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin (Basin) and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant impact to air quality may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project with 275 hotel rooms and 1,400 square feet of commercial uses would be subject to the City's Green Building Program Ordinance (Ord. No. 179,890), which was adopted to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional and global ecosystems. Nevertheless, construction of the proposed project, including the export of 30,000 cubic yards of soil may conflict with or obstruct the implementation of the AQMP and SCAQMD rules. Incorporation of the mitigation measures would reduce project impacts to less than significant levels.</p>	III-90
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Impact?	Explanation	Mitigation Measures
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b.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>A significant impact would occur if the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Project construction and operation emissions can be estimated using California Emissions Estimator Model (CalEEMod), a statewide land use emissions computer model designed to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from land use projects. With regard to Overall Operational Emissions, the project output is estimated to be below SCAQMD's significance thresholds of 55 pounds per day (lbs/day) for ROG, 55 lbs/day for NOx, 550 lbs/day for CO, 150 lbs per day for SO2, 150 lbs/day for PM10, and 55 lbs/day for PM2.5. Motor vehicles that access the project site would be the predominant source of long-term project emissions, but would not be considered significant. Additional emissions would be generated by other sources, such as energy use and landscape maintenance activities. Nevertheless, as discussed in the response to question III.a above, the project would result in construction-related air quality impacts. Incorporation of the mitigation measures would reduce project impacts to less than significant levels.</p>	III-90
c.	LESS THAN SIGNIFICANT IMPACT	<p>The project will produce fugitive dust and mobile source emissions as a result of construction activity. The proposed project and the entire Los Angeles metropolitan area are located within the South Coast Air Basin, which is characterized by relatively poor air quality. The Basin is currently classified as a federal and State non-attainment area for Ozone (O3), Respirable Particulate Matter (PM10 and PM2.5), and lead (Pb) and a federal attainment/maintenance area for Carbon Monoxide (CO). It is classified as a State attainment area for CO, and it currently meets the federal and State standards for Nitrogen Dioxide (NO2), Sulfur Oxides (SOX), and lead (Pb). Because the Basin is designated as a State and/or federal nonattainment air basin for O3, PM10, PM2.5, and NO2,</p>	

Impact?	Explanation	Mitigation Measures
	<p>there is an on-going regional cumulative impact associated with these pollutants. However, an individual project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. This magnitude is determined by the project-level significance thresholds established by the SCAQMD. The project would be subject to regulatory compliance measures, such as SCAQMD Rule 403, which reduce the impacts of operational and construction regional emissions. Operationally, a project of this size (275 hotel units) would not likely exceed the project-level SCAQMD localized significance thresholds for criteria air pollutants. Nevertheless, as discussed in the response to question III.a above, the project would result in construction-related air quality impacts which would cumulatively contribute to the Basin's non-attainment status. Incorporation of the mitigation measures would reduce project impacts to less than significant levels.</p>	
d. LESS THAN SIGNIFICANT IMPACT	<p>.Based on the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. As described in Response III.b above, the construction and operation of the project would result in a less than significant impact for both regional and localized air pollution emissions. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations. The California Air Resources Board (CARB) has published guidance for locating new sensitive receptors (e.g., residences) away from nearby sources of air pollution. Relevant recommendations include avoiding siting new sensitive land uses within 500 feet of a freeway or 300 feet of a large gas station (defined as a facility with an output of 3.6 million gallons per year or greater). The project site is located approximately more than 600 feet from I-110 (Harbor Freeway) and will not include any sensitive uses identified</p>	

Impact?	Explanation	Mitigation Measures
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		<p>above. The proposed project would not include any land uses that would involve the use, storage, or processing or carcinogenic or non-carcinogenic toxic air contaminants and no toxic airborne emissions would typically result from the proposed project implementation. Therefore, the use itself will not result in new sources of pollutant concentrations exposing sensitive receptors.</p>	
e.	LESS THAN SIGNIFICANT IMPACT	<p>Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Construction of the proposed project would not cause an odor nuisance. According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed project does not include these land uses or industrial operations. Therefore, with the incorporation of the mitigation measure, impacts will be reduced to a less than significant level.</p>	

IV. BIOLOGICAL RESOURCES

a.	NO IMPACT	<p>A significant impact would occur if the project resulted in the loss or destruction of individuals of a species or through the degradation of sensitive habitat. The subject property is located within an urbanized area and is currently developed with a two-story courtyard hotel complex. No endangered and/or threatened species are located within the property, and no such species has been observed on the property. As such, the project would not adversely affect endangered and/or threatened species either directly or indirectly through habitat modification. No impact would occur.</p>	
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Impact?	Explanation	Mitigation Measures
b. NO IMPACT	A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The subject property does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. As such, the project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS). No impact would occur.	
c. NO IMPACT	A significant impact would occur if federally protected wetlands would be modified or removed by a project. The subject property does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The property is located in an urbanized area. As such, the project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. No impact would occur.	
d. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact would occur if the project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. The subject property contains 22 trees which will be removed. Therefore, the property may support habitat for native resident or migratory species or contain native nurseries and may interfere with wildlife movement or impede the use of native wildlife nursery sites. However, with the incorporation of the mitigation measure, impacts will be reduced to a less than significant level.	IV-20
e. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. The proposed project would not conflict with any policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance (No. 177,404). The project site does not	

Impact?	Explanation	Mitigation Measures
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		contain locally-protected biological resources, such as oak trees, Southern California black walnut, western sycamore, and California bay trees. The project site currently has a 22 trees onsite which will be removed and replace in accordance with the Los Angeles Municipal Code. Impacts will be less than significant.	
f.	NO IMPACT	A significant impact would occur if the project conflicted with any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. The subject property and its vicinity are not part of any such area. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan. No impact would occur	

V. CULTURAL RESOURCES

a.	NO IMPACT	A significant impact would occur if the proposed project would substantially alter the environmental context of, or remove identified historic resources. The subject property is improved with an existing buildings built in 1960's. The buildings are not listed in the State of California Historic Resources Inventory database. Therefore, no there will no impacts to a historical resource.	
b.	LESS THAN SIGNIFICANT IMPACT	Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources, as discussed above, or resources that constitute unique archaeological resources. A project-related significant adverse effect could occur if a project were to affect archaeological resources that fall under either of these categories. The Project Site is located in an urbanized area and has been previously disturbed by past development activities and contains existing buildings and parking lot. The Project would require excavation for one subterranean parking level, utility and foundation work, and grading to level the Project Site. Thus, there is the potential for buried prehistoric and historic resources within the Project boundaries. However, the Project shall comply with the following regulatory compliance measure: If archaeological resources are discovered during excavation, grading, or	

Impact?	Explanation	Mitigation Measures
	<p>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, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. The compliance with the regulatory measure will assure impacts will be less than significant.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>A significant adverse effect could occur if grading or excavation activities associated with a project would disturb paleontological resources or geologic features which presently exist within the Project Site. The Project Site is located in an urbanized area and has been previously disturbed by past development activities and contains existing buildings and surface parking. The Project would require excavation for subterranean parking, utility and foundation work, and grading to level the Project Site. Thus, there is still the potential for buried paleontological resources within the Project Site. However, the Project shall comply with the following regulatory compliance measure: 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. Compliance with such regulatory measure will ensure impacts will be less than significant</p>	

Impact?	Explanation	Mitigation Measures
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d.	LESS THAN SIGNIFICANT IMPACT	<p>A significant adverse effect would occur if grading or excavation activities associated with a project were to disturb previously interred human remains. The Project Site is located in an urbanized area and has been previously disturbed by past development activities and contains existing buildings and a vacant area. The Project would require excavation for two subterranean parking levels, utility and foundation work, and grading to level the Project Site. the Project shall comply with the following regulatory compliance measure: 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, certain procedures should be observed such as stopping construction immediately and contacting the County Coroner and NAHC. Following the regulatory compliance measure will ensure impacts will be less than significant.</p>	
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VI. GEOLOGY AND SOILS

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the project would cause personal injury or death or resulted in property damage as a result of a fault rupture occurring on the subject property and if the property is located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to the California Department of Conservation Special Studies Zone Map, the property is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. The project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. The project would comply with the current seismic design provisions of the California Building Code (CBC) which incorporates the latest seismic design standards for structural loads and materials to mitigate losses from an earthquake and provide for the latest in earthquake safety. Additionally, the project would be required</p>	
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Impact?	Explanation	Mitigation Measures
	to adhere to the seismic safety requirements contained in the Los Angeles Building Code as well as the applicable recommendations provided in the geotechnical investigation required by the City to minimize seismic-related hazards. Therefore, project impacts would be less than significant.	
b. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Seismic activities are associated with a number of nearby faults (e.g., Hollywood, Raymond, Verdugo, Newport-Inglewood, Santa Monica, Sierra Madre, and San Andreas Faults), as well as blind thrust faults (e.g., Elysian Park, Puente Hills, and Compton). Consequently, construction of the proposed project could expose people and structures to strong seismic ground shaking. However, the proposed project would be designed and constructed in accordance with State and local building codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, project impacts would be less than significant.</p>	
c. NO IMPACT	<p>A significant impact would occur if the project would cause personal injury, death or property damage as a result of liquefaction. Liquefaction is a form of earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. Liquefaction usually results in horizontal and vertical movements from lateral spreading of liquefied materials. A significant impact would occur if the project would cause personal injury or death or resulted in property damage as a result of liquefaction. According to the Zone Information and Map Access System (ZIMAS), the subject property is not located within a Liquefiable Area or Potentially Liquefiable Area. Therefore, the project would not cause personal injury or death or resulted in property</p>	

Impact?	Explanation	Mitigation Measures
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		damage as a result of liquefaction, and no impact would occur.	
d.	NO IMPACT	A significant impact would occur if the proposed project would be implemented on a site that would be located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. According to the Zone Information and Map Access System (ZIMAS), the subject property is not located within a Landslide Area. The project site and surrounding area are relatively flat. Therefore, the proposed project would not expose people or structures to potential effects resulting from landslides, and no impact would occur.	
e.	NO IMPACT	A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. Construction of proposed project would result in ground surface disturbance during site clearance, excavation, and grading, which could create the potential for soil erosion to occur. Nevertheless, construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQBC) through the City's Stormwater Management Division. In addition, the project would be required to develop a Storm Water Pollution Prevention Plan (SWPPP) which would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. Furthermore, all onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, and conditions imposed by the City of Los Angeles Department of Building and Safety. Therefore, project impacts would be less than significant.	
f.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. The construction of the proposed project would have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide.	VI-40

Impact?	Explanation	Mitigation Measures
	<p>Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the porous space previously occupied by the removed fluid. The subject property is not identified as being located in an oil field or within an oil drilling area. The project would be required to implement standard construction practices that would ensure that the integrity of the project site and the proposed structures is maintained. However, the project involves the exporting of over 30,000 cubic yards of soil. Construction will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (UBC) which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. Furthermore, the project would be required to comply with applicable provisions of Chapter IX, Division 70 of the LAMC, and conditions imposed by the City of Los Angeles Department of Building and Safety. With the mitigations measures, therefore, impacts will be less than significant.</p>	
g.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Soils on the project site may have the potential to shrink and swell resulting from changes in the moisture content. The project would be required to comply with the requirements of the UBC, LAMC, and other applicable building codes. Therefore, project impacts would be less than significant.</p>	

Impact?	Explanation	Mitigation Measures
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h.	NO IMPACT	A project would cause a significant impact if adequate wastewater disposal is not available. The project site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.	
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VII. GREEN HOUSE GAS EMISSIONS

a.	LESS THAN SIGNIFICANT IMPACT	Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and anthropogenic (human generated), that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 179,890). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. As the LAGBC includes applicable provisions of the State's CALGreen Code, a new development project that can demonstrate compliance with the LAGBC is considered consistent with statewide GHG reduction goals and policies including AB32 (California Global Warming Solutions Act of 2006). Through required implementation of the LAGBC, the project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs. Therefore, project impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in	

Impact?	Explanation	Mitigation Measures
	<p>the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2012-2035 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions and investments that reduce vehicle miles traveled that contribute to GHG emissions, as required by AB 32. The project is a new hotel with ground floor commercial uses located on a transit corridor. It would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. Impacts will be less than significant.</p>	

VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in mixed-use (residential and commercial) developments, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies. No industrial uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. As a mixed-use (hotel and commercial) development, the proposed project would not involve large quantities of hazardous materials that would require routine transport, use, or disposal. With compliance with applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous</p>	
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Impact?	Explanation	Mitigation Measures
	materials, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, project impacts would be less than significant.	
b. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. Some of the existing structures on the subject property were built in the 1960's and therefore may contain asbestos-containing materials (ACMs) and lead-based paint (LBP). Demolition of these buildings would have the potential to release asbestos fibers into the atmosphere if such materials exist and they are not properly stabilized or removed prior to demolition activities. The removal of asbestos is regulated by SCAQMD Rule 1403; therefore, any asbestos found on-site would be required to be removed by a certified asbestos containment contractor in accordance with applicable regulations prior to demolition. Similarly, it is likely that lead-based paint is present in buildings constructed prior to 1979. Compliance with existing State laws regarding removal would be required. The subject property is located within a City-designated Methane Buffer Zone. Project-related excavation for the subterranean levels and building footings have the potential to release methane gas and during operation methane gas may migrate to the surface, both resulting in hazardous conditions for residents and tenants and the surrounding community. Nevertheless, the proposed project would be required to comply with Cal-OSHA requirements, the City's Methane Seepage Regulations, and other requirements of the Los Angeles Department of Building and Safety. Therefore, project impacts would be less than significant.</p>	
c. NO IMPACT	<p>A significant impact would occur if the proposed project would result in the release, emission, handling, and disposal of hazardous materials within one-quarter mile of an existing school. The project would provide for a hotel with ground floor commercial uses. These types of uses would be expected to use and store very</p>	

Impact?	Explanation	Mitigation Measures
	<p>small amounts of hazardous materials, such as paints, solvents, cleaners, pesticides, etc. Nevertheless, all hazardous materials within the project site would be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, State, and local requirements. Nevertheless, the project is not located within one-quarter mile of a school. No impact would occur.</p>	
d. NO IMPACT	<p>A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of EnviroStor did not identify any records of hazardous waste facilities on the project site. Therefore, no impact would occur.</p>	
e. NO IMPACT	<p>A significant impact would occur if the project were located within an airport land use plan area, or within two miles of any public or public use airports, or private air strips and its location would have the potential to result in a safety hazard for people residing or working in the project area. The project is not 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. Therefore, no impact would occur.</p>	
f. NO IMPACT	<p>A significant impact would occur if the project were located within the vicinity of a private airstrip and its location would have the potential to result in a safety hazard for people residing or working in the project area. The project is not located within the vicinity of a private airstrip. Therefore, no impact would occur.</p>	

Impact?	Explanation	Mitigation Measures
LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the project impaired implementation of or physically interfered with an adopted emergency response plan or emergency evacuation plan. The subject property is located on Figueroa Street which is designated as a disaster route. Nevertheless, the project would not require the closure of any public or private streets during construction or operation and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and project impacts would be less than significant.</p>	
NO IMPACT	<p>A significant impact would occur if the proposed project exposed people and structures to high risk of wildfire. The subject property is located in a highly urbanized area of the City. The area surrounding the project site is completely developed. Additionally, the property it is not located within a Very High Fire Hazard Severity Zone. The project would not expose people or structures to a risk of loss, injury, or death involving wildland fires. Therefore, no impact would occur.</p>	

IX. HYDROLOGY AND WATER QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems, or does not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB). As is typical of most non-industrial urban development, stormwater runoff from the proposed project has the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with runoff from landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary household cleaners). Thus, the proposed project would be required to comply with the</p>	
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Impact?	Explanation	Mitigation Measures
	<p>National Pollutant Discharge Elimination System (NPDES) standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the project site are minimized for downstream receiving waters. The Stormwater and Urban Runoff Pollution Control Ordinances contain requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all developments and redevelopments consistent with the City's landscape ordinance and other related requirements in the City's Development BMPs Handbook. Conformance would be ensured during the permitting process with the Department of Building & Safety. Therefore, the project would not violate water quality standards, waste discharge requirements, or stormwater NPDES permits or otherwise substantially degrade water quality, and project impacts would be less than significant.</p>	
b. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would substantially deplete groundwater or interferes with groundwater recharge. The proposed project would not require the use of groundwater at the project site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. Therefore, the project would not require direct additions or withdrawals of groundwater. Excavation to accommodate subterranean levels is not proposed at a depth that would result in the interception of existing aquifers or penetration of the existing water table. In addition, the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) contain requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater and to maximize open, green and pervious space on all developments and redevelopments</p>	

Impact?	Explanation	Mitigation Measures
	<p>consistent with the City's landscape ordinance and other related requirements in the City's Development BMPs Handbook. Conformance would be ensured during the permitting process with the Department of Building & Safety. Therefore, the project would not significantly impact groundwater supplies or groundwater recharge. Project impacts would be less than significant.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation would result. There are no streams or rivers located in the project vicinity. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Therefore, alterations to existing drainage patterns within the project site and surrounding area such that it would cause significant on- or off-site erosion or siltation would not occur, and project impacts would be less than significant.</p>	
d. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river such that flooding would result. As discussed above, there are no streams or rivers located in the project vicinity. During operation of the project, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Therefore, alterations to existing drainage patterns within the site and surrounding area such that it would cause significant on- or off-site flooding would not occur, and project impacts would be less than significant.</p>	

Impact?	Explanation	Mitigation Measures
LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the project site, or if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system. The City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) contain requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater and other related requirements in the City's Development BMPs Handbook. Such regulations and practices are designed in consideration of existing and planned stormwater drainage systems. Conformance would be ensured during the permitting process with the Department of Building & Safety. Therefore, water runoff during construction activities and operation of the project would not exceed the capacity of existing or planned drainage systems, and project impacts would be less than significant.</p>	
LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if a project includes sources of water pollutants that would have the potential to substantially degrade water quality. The project does not include sources of contaminants which could potentially degrade water quality, but nevertheless the project would comply with all federal, state and local regulations governing storm water discharge. Project impacts would be less than significant.</p>	
NO IMPACT	<p>A significant impact would occur if the proposed project included housing and would be located within a 100-year or 500-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, 100-Year & 500-Year Flood Plains, Exhibit F, the subject property is not located within a 100-year or 500-year flood plain. Additionally, the project does not include housing. Therefore, and no impact would occur.</p>	

Impact?	Explanation	Mitigation Measures
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h.	NO IMPACT	A significant impact would occur if the proposed project would be located within a 100-year or 500-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, 100-Year & 500-Year Flood Plains, Exhibit F, the subject property is not located within a 100-year or 500-year flood plain and therefore, no impact would occur.
i.	NO IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to flooding as a result of the failure of a levee or dam. According to the Safety Element of the City of Los Angeles General Plan, Inundation & Tsunami Hazard Areas, Exhibit G, the subject property is not located within a Potential Inundation Area. Therefore, the project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, and no impact would occur.
j.	NO IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to flooding as a result of the failure of a levee or dam. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a great sea wave produced by a significant undersea disturbance. Mudflows result from the down slope movement of soil and/or rock under the influence of gravity. According to the Safety Element of the City of Los Angeles General Plan, Inundation & Tsunami Hazard Areas, Exhibit G, the subject property is not located within Areas Potentially Impacted by a Tsunami. Therefore, the project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, and no impact would occur.

X. LAND USE AND PLANNING

a.	NO IMPACT	A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier or isolated land uses that could interrupt the typical activities or change the land use conditions within an established community. A physical division of an established community is caused by an
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Impact?	Explanation	Mitigation Measures
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		impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The project is a new mixed-use, infill development in an urbanized area and would not divide an established community. Therefore, no impact would occur.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if a project is inconsistent with applicable land use plans or zoning designations and would cause adverse environmental effects, which these regulations are designed to avoid or mitigate. The site is located within the South Los Angeles Community Plan. The site is zoned [Q]C2-1VL-O with a General Plan land use designation of Community Commercial. The applicant is requesting a General Plan Amendment to delete the requirement to provide a minimum amount of ground floor commercial space, a zone change to C2-2D, and Conditional Uses to permit a hotel and the on-site consumption of a full line of alcoholic beverages. The proposed project would conform to the allowable land uses pursuant to the Los Angeles Municipal Code if entitlement is granted. The decision makers will determine whether discretionary requests will conflict with applicable plans/policies. Impacts related to land use have been mitigated elsewhere, or are addressed through compliance with existing regulations. Therefore, the impact would be less than significant.	
c.	NO IMPACT	A significant impact would occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan. The subject property is not located within any habitat conservation plan or natural community conservation plan. Therefore, no impact would occur.	
XI. MINERAL RESOURCES			
a.	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 Project would convert an existing or future regionally-important mineral extraction use to another use, or if the	

Impact?	Explanation	Mitigation Measures
	<p>Project would affect access to a site used or potentially available for regionally-important mineral resource extraction. Mineral Resources Zone-2 (MRZ-2) sites contain potentially significant sand and gravel deposits which are to be conserved. Any proposed development plan must consider access to the deposits for purposes of extraction. Much of the area within the MRZ-2 zone in Los Angeles was developed with structures prior to the MRZ-2 classification and, therefore, are unavailable for extraction. MRZ-2 sites are identified in two community plan elements of the city's general plan, the Sun Valley and the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon community plans. Neither the Project Site nor the surrounding area is in an MRZ-2 zone, nor identified as an area containing mineral deposits of regional or statewide significance. The project site is currently designated for Community Commercial land uses. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.</p>	
b. NO IMPACT	<p>A significant impact would occur if a project is located in an area used or available for extraction of a locally-important mineral resource and the Project converted an existing or potential future locally-important mineral extraction use to another use or if the Project affected access to a site in use or potentially available for locally-important mineral resource extraction. The Project Site is not delineated as a locally important mineral resource recovery site on any City plans. Additionally, no oil wells exist on the Project Site. Furthermore, the Site is surrounded by dense urban uses and sensitive residential receptors. Thus, the Project Site would not be an adequate candidate for mineral extraction. Therefore, no impacts to loss of availability of a locally important mineral resource will occur.</p>	
XII. NOISE		

Impact?	Explanation	Mitigation Measures
LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. The proposed construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction noise for the project will cause a temporary increase in the ambient noise levels, but will be subject to the LAMC Sections 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) and 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) regarding construction hours and construction equipment noise thresholds. The project shall comply with the City of Los Angeles General Plan Noise Element and Ordinance No. 161,574, which prohibits the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible. Impacts will be less than significant.</p>	XII-20, XII-170
LESS THAN SIGNIFICANT IMPACT	<p>Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Unlike noise, vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible. Common sources of vibration include trains, buses, and construction activities.</p>	
LESS THAN SIGNIFICANT IMPACT	<p>The intensified use of the site may create a periodic increase in ambient noise levels. During non-operating hours, the use is not expected to create an increase in ambient noise levels. Impacts will therefore be less than significant.</p>	
LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>During the construction phase, the project may create a substantial temporary or periodic increase in ambient noise levels in the project vicinity. Noise from recurrent activities (e.g., conversation, amplified music) or non-recurrent activities (e.g., live</p>	XII-20

Impact?	Explanation	Mitigation Measures
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		music) would elevate ambient noise levels to differing degrees. The City's noise ordinance would also provide a means to address nuisances related to restaurant noise. The proposed Mitigation Measures will reduce the impacts to a less than significant level.	
e.	NO IMPACT	The Project is not within an airport hazard area. The Project Site is not located within two miles of a public airport. The nearest airport is Los Angeles International Airport (LAX) located 13 miles southwest of the project site. As such, the Project would not expose future guests or employees to excessive airport-related noise levels.	
f.	NO IMPACT	A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a private airstrip. The proposed project is not within the vicinity of a private airstrip. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a private airstrip. Therefore, no impact would occur.	

XIII. POPULATION AND HOUSING

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if a project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the project area that would otherwise not have occurred as rapidly or in as great a magnitude. The Project Site is developed with a hotel and is located within an urbanized area. There is adequate infrastructure such as roads and utilities. Thus, the construction of potential growth-inducing roadway or other infrastructure extensions would not be required. The Project would not induce substantial population growth and would be supported by existing infrastructure such as roadways. Impacts will be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The Project Site does not contain any housing nor would the Project include any housing. The project is for a that would include accommodation of	

Impact?	Explanation	Mitigation Measures
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		longer but temporary (up to one month) guest stay. The Project does not represent a displacement of substantial numbers of existing housing. Therefore, impacts will be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if a project would result in the displacement of existing occupied housing units, necessitating the construction of replacement housing elsewhere. The Project Site does not contain any housing nor would the Project include any housing. The project is for an apartment hotel that would include accommodation of longer but temporary (up to one month) guest stay. The Project does not represent a displacement of substantial numbers of existing housing. Therefore, impacts will be less than significant.	

XIV. PUBLIC SERVICES

a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact would occur if the project requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service. The LAFD generally considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. The subject property and the surrounding area are currently served by Fire Station 15, approximately one (1) mile west of the property. The proposed project would result in a net increase of 200 hotel rooms, which may increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, given the location of existing fire stations, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. The project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios,	XIV-10
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Impact?	Explanation	Mitigation Measures
	<p>response times or other performance objectives for fire protection. Therefore, the project impacts would be less than significant.</p>	
<p>b. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED</p>	<p>A significant impact may occur if a project creates the need for new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives. The Project Site is served by the City of Los Angeles Police Department's (LAPD) Southwest Division. Development of the Project will include construction of new hotel building with ground-floor ancillary dining uses and subterranean parking garage. The Project will generate a net increase of employees, as well as an increase in visitors and patrons, especially over the evening and night hours due to the hotel. As such, the Project could potentially increase in the number of police service calls due to an increase in onsite employees and hotel patrons, and visitors. The potential for crime can be reduced with site specific designs and features. The Project will include standard security measures such as adequate security lighting, secure key access to hotel rooms, and front desk that offers a surveillance feature. Parking would be provided in an enclosed below grade facility as part of the building. The LAPD will require that the commanding officer of the Southwest Division be provided a diagram of each portion of the property showing access routes, and any additional information that might facilitate police response. The Project will not require the construction of a new or expanded police station. Mitigation measure will reduce the impacts associated with police services to less than significant.</p>	<p>XIV-30</p>
<p>c. NO IMPACT</p>	<p>The project will not create any new housing or otherwise induce growth. Therefore, it will not increase the demand for schools in the area. No impact will occur.</p>	

Impact?	Explanation	Mitigation Measures
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d.	LESS THAN SIGNIFICANT IMPACT	The project will not create any new housing or otherwise induce growth. Therefore, it will not significantly increase the usage of or demand for parks in the area, and impacts will be less than significant.	
e.	LESS THAN SIGNIFICANT IMPACT	The project will not create any new housing or otherwise induce growth. Therefore, it will not significantly increase the usage of or demand for other governmental services or public facilities in the area, and impacts will be less than significant.	

XV. RECREATION

a.	NO IMPACT	The project will not create any new housing or otherwise induce growth. Therefore, it is not expected to increase the usage of parks or other recreational facilities in the area. No impact will occur.	
b.	NO IMPACT	The project does not propose any new recreational facilities and it is not expected to increase the usage of existing recreational facilities in the area as it will not create any new housing or otherwise induce growth. No impact will occur.	

XVI. TRANSPORTATION/TRAFFIC

a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact may occur if the project generates and/or causes a diversion or shift of 500 or more daily trips or 43 or more p.m. peak hour vehicle trips on the street system. The project would generate a total of 1,245 net daily trips, 184 a.m. peak hour and 193 p.m. peak hour vehicle trips. Based on a Traffic Study conducted by Fehr and Peers, the proposed project would not have a significant impact at any of the twelve (12) intersections that were studied, as required by the Department of Transportation. As the project includes the exporter of over 30,000 cubic yards a haul route is required. Incorporation of the mitigation measures would reduce project impacts to less than significant levels.	XVI-30
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project added 150 or more one-way vehicle trips to a Congestion Management Program (CMP) mainline freeway monitoring segment during either the a.m. or p.m. peak hours or added 50 or more a.m. or p.m. peak hour trips to a	

Impact?	Explanation	Mitigation Measures
	freeway on- or off-ramp. The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments.	
c. NO IMPACT	A significant impact would occur if the proposed project changed air traffic patterns. The project does not include any construction or a use which would affect air traffic patterns. No impact would occur.	
d. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact would occur if the proposed project design features/physical configurations affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists or the physical conditions of the site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, which could cause vehicle/pedestrian, vehicle/bicycle or vehicle/vehicle conflicts. During construction the project may require the temporary closure of sidewalks abutting the project site. Incorporation of the mitigation measures would reduce project impacts to less than significant levels.	XVI-80
e. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project impaired implementation of or physically interfered with an adopted emergency response plan or emergency evacuation plan. The subject property is located on Figueroa Street which is designated as a disaster route. Nevertheless, the project would not require the closure of any public or private streets during construction or operation and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response	

Impact?	Explanation	Mitigation Measures
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		plan or emergency evacuation plan, and project impacts would be less than significant.	
f.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project would conflict with adopted policies, plans or programs (such as the Walkability Checklist or Mobility Plan 2035) regarding public transit, bicycle or pedestrian facilities or otherwise decrease the performance or safety of facilities supporting alternative transportation. The project, as proposed, would not conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities or otherwise decrease the performance or safety of facilities supporting alternative transportation. Therefore, project impacts would be less than significant.	

XVII. TRIBAL CULTURAL RESOURCES

a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project site. An informational letter was mailed to a total of nine (9) Tribes known to have resources in this area, on October 4, 2016, describing the Project and requesting any information regarding resources that may exist on or near the Project site. On October 13, 2016, one tribal response was received from the Gabrieleno Band of Mission Indians-Kizh Nation, who requested for on-site monitor during any and all ground disturbances, including but not</p>	<p>At least 30 days prior to the start of ground disturbance, the Applicant shall retain a Native American monitor listed on the Native American Heritage Commission contact list as traditionally and culturally affiliated with the project area to observe all ground disturbing activities (including but not limited to pavement removal, pot holing, auguring, boring, grading, excavation, and trenching). In the event that tribal cultural resources are encountered, the contractor shall immediately cease all work activities in the area (within approximately 50 feet) and notify the City of Los Angeles who will implement treatment measures identified during AB 52 consultation to reduce impacts to tribal cultural resources were they to occur as a result of a discovery. Construction shall not resume until treatment measure are implemented and concluded.</p>
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Impact?	Explanation	Mitigation Measures
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		limited to pavement removal, pot-holing or auguring, boring, grading, excavation and trenching.	
b.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project site. An informational letter was mailed to a total of nine (9) Tribes known to have resources in this area, on October 4, 2016, describing the Project and requesting any information regarding resources that may exist on or near the Project site. On October 13, 2016, one tribal response was received from the Gabrieleno Band of Mission Indians-Kizh Nation, who requested for on-site monitor during any and all ground disturbances, including but not limited to pavement removal, pot-holing or auguring, boring, grading, excavation and trenching.</p>	<p>At least 30 days prior to the start of ground disturbance, the Applicant shall retain a Native American monitor listed on the Native American Heritage Commission contact list as traditionally and culturally affiliated with the project area to observe all ground disturbing activities (including but not limited to pavement removal, pot holing, auguring, boring, grading, excavation, and trenching). In the event that tribal cultural resources are encountered, the contractor shall immediately cease all work activities in the area (within approximately 50 feet) and notify the City of Los Angeles who will implement treatment measures identified during AB 52 consultation to reduce impacts to tribal cultural resources were they to occur as a result of a discovery. Construction shall not resume until treatment measure are implemented and concluded</p>

XVIII. UTILITIES AND SERVICE SYSTEMS

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the (Los Angeles Regional Water Quality Control Board). A significant impact would also occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. Wastewater from the subject property would enter into and be treated by the Hyperion Treatment Plant (HTP),</p>	
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Impact?	Explanation	Mitigation Measures
	<p>which is a part of the Hyperion Treatment System, which includes the Tilman Water Reclamation Plant and the Los Angeles–Glendale Water Reclamation Plant. The wastewater generated by the project would be typical of residential and commercial uses. As the HTP is in compliance with the State's wastewater treatment requirements, the project would not exceed the wastewater treatment requirements of the Regional Water Quality Control Board's (RWQCB). Furthermore, as a proportion of total average daily flow experienced by the HTP, the wastewater generation of the proposed project would account for a small percentage of average daily wastewater flow. This increase in wastewater flow would not jeopardize the HTP to operate within its established wastewater treatment requirements. Therefore, project impacts would be less than significant</p>	
b. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would require the construction or expansion of new water or wastewater treatment facilities, such that the construction or expansion of such facilities would cause an environmental impact. The Department of Water and Power conducts water planning based on forecast population growth. Accordingly, the increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth. The proposed 275 hotel rooms and 1,190 square feet of commercial floor area would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Nevertheless, prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation to determine the exact wastewater conveyance requirements of the proposed</p>	

Impact?	Explanation	Mitigation Measures
	<p>project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, project impacts would be less than significant.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. As discussed above, the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) contain requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater and other related requirements in the City's Development BMPs Handbook. Such regulations and practices are designed in consideration of existing and planned stormwater drainage systems. Conformance would be ensured during the permitting process with the Department of Building & Safety. Therefore, surface water runoff during construction activities and operation of the project would not exceed the capacity of existing or planned drainage systems, and project impacts would be less than significant.</p>	
d. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>A significant impact may occur if a project were to increase water consumption to such a degree that new water sources would need to be identified, or that existing resources would be consumed at a pace greater than planned for by purveyors, distributors, and service providers. 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 of Southern California, which is obtained from the Colorado River Aqueduct. These sources, along with recycled water, are expected to supply the City's water needs in the years to come. The operation of the proposed hotel may strain existing water supplies from existing entitlements and resources. Conservation</p>	XVIII-60

Impact?	Explanation	Mitigation Measures
	measures will reduce the strain on existing water supplies and entitlements. The referenced Mitigation Measures will reduce impacts to a less than significant level.	
e. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board. A significant impact would also occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. Wastewater from the subject property would enter into and be treated by the Hyperion Treatment Plant (HTP), which is a part of the Hyperion Treatment System, which includes the Tilman Water Reclamation Plant and the Los Angeles–Glendale Water Reclamation Plant. The wastewater generated by the project would be typical of residential and commercial uses. As the HTP is in compliance with the State's wastewater treatment requirements, the project would not exceed the wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB). Furthermore, as a proportion of total average daily flow experienced by the HTP, the wastewater generation of the proposed project would account for a small percentage of average daily wastewater flow. This increase in wastewater flow would not jeopardize the HTP to operate within its established wastewater treatment requirements. Therefore, project impacts would be less than significant.</p>	
f. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project is anticipated to be collected by the BOS or private waste haulers. Solid waste collected from the proposed project is anticipated to be hauled to Sunshine Canyon Landfill. In compliance with</p>	

Impact?	Explanation	Mitigation Measures
	Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the Sunshine Canyon Landfill. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, project impacts would be less than significant.	
g. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project is anticipated to be collected by the BOS or private waste haulers. Solid waste collected from the proposed project is anticipated to be hauled to Sunshine Canyon Landfill. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the Sunshine Canyon Landfill. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, project impacts would be less than significant.	

XIX. MANDATORY FINDINGS OF SIGNIFICANCE

a. LESS THAN SIGNIFICANT IMPACT	Based on the analysis in this Initial Study, the proposed project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Compliance with existing regulations would reduce impacts to less than significant levels.	
b. LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. With the mitigation measures incorporated herein and compliance with	


Impact?	Explanation	Mitigation Measures
	regulatory measures, the cumulative impacts of the proposed project would be less than significant.	
c. LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less-than-significant levels. Upon implementation of mitigation measures identified, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.	

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

3101 S. Figueroa St
DOT Case No. CEN 16-43856

Date: May 31, 2016

To: Nicholas Hendricks, Senior City Planner
Department of City Planning

From:  Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC ANALYSIS FOR THE PROPOSED DEVELOPMENT PROJECT
LOCATED AT 3101 SOUTH FIGUEROA**

DOT has reviewed the traffic analysis, prepared by Fehr and Peers, dated April 2016, for the proposed hotel and bar development located 3101 Figueroa Street. The study evaluated twelve intersections and determined that, based on DOT's current traffic impact criteria¹, none of the study intersections would be significantly impacted by project-related traffic. The results of the traffic analysis, which accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community, are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct a 275 room hotel and 1,178 square-foot bar on a site that is currently occupied by a 75 room hotel and 3,600 square-foot restaurant. The project would provide 183 parking spaces onsite within a multi-level subterranean parking garage. Vehicle access will be provided via one ingress driveway on Figueroa Street and an egress driveway off of the alley that runs along the northern boundary of the project site and connects to Figueroa Street. The project is expected to be completed by 2019.

B. Trip Generation

The project is estimated to generate a net increase of approximately 1,245 daily trips, 87 trips during the a.m. peak hour and 104 trips during the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 9th Edition." A copy of the trip generation table from the traffic study can be found in **Attachment 2**.

C. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in

¹ Per DOT's Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments. To comply with the Freeway Analysis Agreement executed between Caltrans and DOT in October 2013, the study also included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. However, the project did not meet or exceed any of the four thresholds defined in the agreement; therefore, no additional freeway analysis was required.

PROJECT REQUIREMENTS

A. Construction Impacts

The study included analysis of the potential impacts due to construction activity and found there would be no temporary impacts due to construction. DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should 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. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Highway Dedication And Street Widening Requirements

On August 11, 2015, the City Council adopted the Mobility Plan 2035 which represents the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Figueroa Street** has been designated as an Avenue I which would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. The applicant should check with Bureau of Engineering's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The traffic study indicated that 183 parking spaces would be provided by the project. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation

The conceptual site plan for the project (illustrated in **Attachment 3**) is acceptable to DOT. However, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 North Figueroa Street, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should

contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. New driveways should be a Case 2 - designed with a recommended width of 30 feet for two-way operations. Delivery truck loading and unloading should take place on site with no vehicles having to back into the project via the proposed project driveway.

E. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact me at (213) 972-8482.

Attachments

E:\Expedited Studies\3101 figueroa st\CEN 16-43856_3101 figueroa st_hotel ts ltr.docx

c: Rob Katherman, Council District No. 9
Carl Mills, Central District, BOE
Mehrdad Moshksar, Central District, DOT
Taimour Tanavoli, Case Management, DOT
Amanda Heinke, Fehr and Peers

**Attachment 1
3101 Figueroa St**

**TABLE 8
3101 S FIGUEROA HOTEL PROJECT
FUTURE (YEAR 2019) PLUS PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS**

NO.	INTERSECTION	PEAK HOUR	FUTURE (2019)		FUTURE (2019) + PROJECT		V/C INCREASE	SIGNIFICANT IMPACT?
			V/C	LOS	V/C	LOS		
1	Hoover St & 30th St	AM	1.054	F	1.056	F	0.002	No
		PM	0.639	B	0.642	B	0.003	No
2	Hoover St & 32nd St	AM	0.188	A	0.189	A	0.001	No
		PM	0.253	A	0.253	A	0.000	No
3	Hoover St & Jefferson Blvd	AM	0.710	C	0.711	C	0.001	No
		PM	0.789	C	0.790	C	0.001	No
4	Figueroa St & Adams Blvd	AM	1.032	F	1.035	F	0.003	No
		PM	0.996	E	1.000	F	0.004	No
5	Figueroa St & 30th St	AM	0.665	B	0.673	B	0.008	No
		PM	0.703	C	0.712	C	0.009	No
6	Figueroa St & 32nd St	AM	0.614	B	0.623	B	0.009	No
		PM	0.585	A	0.594	A	0.009	No
7	Figueroa St & Jefferson Blvd	AM	0.843	D	0.853	D	0.010	No
		PM	0.847	D	0.859	D	0.012	No
8	Figueroa St & Exposition Blvd	AM	0.861	D	0.867	D	0.006	No
		PM	0.857	D	0.861	D	0.004	No
9	Flower St & 30th St	AM	0.249	A	0.254	A	0.005	No
		PM	0.517	A	0.522	A	0.005	No
10	Flower St & Jefferson Blvd	AM	0.454	A	0.454	A	0.000	No
		PM	0.869	D	0.870	D	0.001	No
11	Hope St & Jefferson Blvd	AM	0.331	A	0.336	A	0.005	No
		PM	0.579	A	0.585	A	0.006	No
12	Grand Ave & 30th St	AM	0.554	A	0.557	A	0.003	No
		PM	0.582	A	0.587	A	0.005	No

TABLE 4
3101 S FIGUEROA HOTEL PROJECT
TRIP GENERATION

Land Use	Size	ITE Code	Trip Generation Rates [a]				Estimated Trip Generation					
			AM Peak Hour		PM Peak Hour		Daily Trips	AM Peak Hour Trips		PM Peak Hour Trips		Total
			Rate	In	Out	Rate	In	Out	In	Out	In	Out
Proposed Land Uses												
Hotel	275 rooms	310	8.92	58%	42%	0.70	2,453	107	77	95	98	193
Less: Transit credit	-15% [b]						(368)	(16)	(12)	(14)	(15)	(29)
Less: Walk/Bike credit	-5% [c]						(104)	(5)	(3)	(4)	(4)	(8)
Total Driveway Trips							1,981	86	62	77	79	156
Bar [d]	1,178 ksf	925 [d]	89.95	67%	33%	11.34	106	1	0	9	4	13
Less: Transit credit	-15% [b]						(19)	0	0	(1)	(1)	(2)
Total Driveway Trips							90	1	0	8	3	11
Less: Pass-By Trips	-20% [d]						(18)	0	0	(1)	(1)	(2)
Net External Vehicle Trips							72	1	0	7	2	9
TOTAL PROJECT EXTERNAL VEHICLE TRIPS							2,053	87	62	84	81	165
Existing Land Uses												
Hotel	72 rooms	310	8.92	58%	42%	0.70	642	28	20	25	25	50
Less: Internal Trips credit	2% [e]						(13)	(1)	(1)	(1)	(1)	(2)
Less: Walk/Bike credit	-5% [c]						(31)	(1)	(1)	(1)	(1)	(2)
Less: Transit credit	-15% [b]						(92)	(4)	(3)	(3)	(4)	(7)
Total Driveway Trips							506	22	15	20	19	39
High-Turnover (Sit Down) Restaurant	3.6 ksf	932	127.15	55%	45%	9.85	458	21	18	21	14	35
Less: Internal Trips credit	3% [e]						(14)	(1)	(1)	(1)	(1)	(2)
Less: Transit credit	-15% [b]						(67)	(3)	(3)	(3)	(2)	(5)
Total Driveway Trips							377	17	14	17	11	28
Less: Pass-By Trips	-20% [f]						(75)	(3)	(3)	(4)	(2)	(6)
Net External Vehicle Trips							302	14	11	13	9	22
TOTAL EXISTING TRIPS							808	36	26	33	28	61
TOTAL DRIVEWAY TRIPS							2,071	87	62	85	82	167
TOTAL NET EXTERNAL TRIPS							1,245	51	36	51	53	104

Notes:

- Source for trip generation rates: *Trip Generation, 9th Edition*, Institute of Transportation Engineers (ITE), 2012
- Proposed project is located within 1/4-mile of Metro Expo Line Station; Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers (ITE), 2012
- A 5% bike/walk credit was assumed because the primary user of the hotel will be related to USC and these users will likely walk to the campus
- The daily and AM peak hour rate for Quality Restaurants ITE Code 931 was used in the absence of sufficient surveys for the Drinking Place ITE 925 Code.
- Internal capture represents the percentage of trips between land uses that occur within the site. Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, 2011.
- Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers (ITE), 2012

Attachment 3
3101 Figueroa St

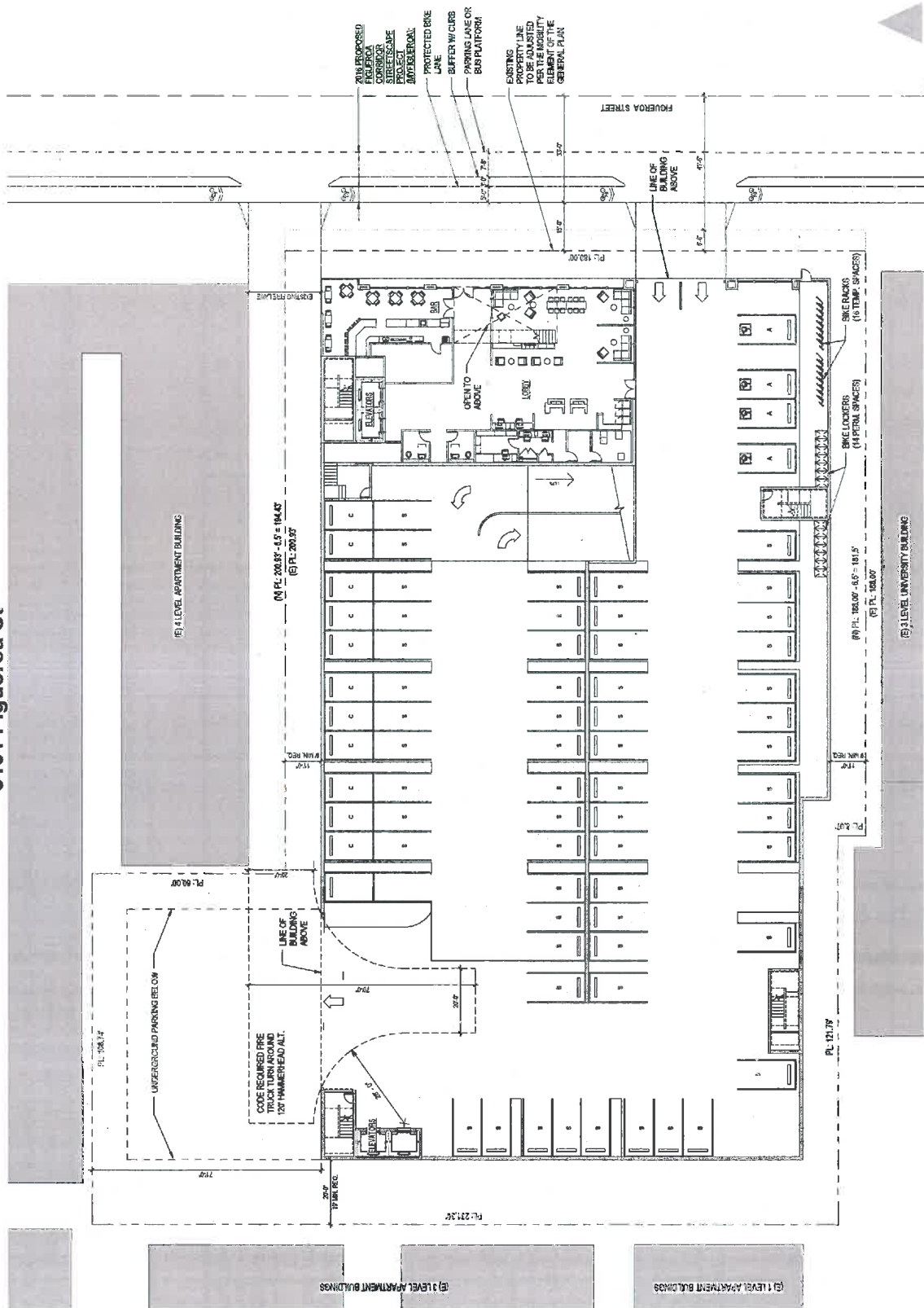


Figure 2 Site Access

June 9, 2016

Amanda Smith Mauceri
Visa Investments, LLC
2225 Campus Drive
El Segundo, CA 90245

Subject: Tree Evaluation Report for the 3101 South Figueroa Hotel Project Site, City of Los Angeles, California

Dear Ms. Mauceri:

Psomas is pleased to provide this Tree Evaluation Report for the 3101 South Figueroa Hotel Project Site in the City of Los Angeles. This property (hereinafter referred to as the "project site") is bound by apartment complexes to the north and west, South Figueroa Street to the east, and the University of Southern California's Zemeckis Center for Digital Arts, with adjacent parking area, to the south (Exhibit 1). The project site is currently occupied by a hotel facility and restaurant with adjoining parking lots.

Psomas Certified Arborist Trevor Bristle (International Society of Arboriculture Certificate No. WE-10233A) surveyed the project site on May 13, 2016, to document the type, quantity, and condition of trees that exist on the project site. Each tree was individually numbered and the trunk, branches, and foliage were carefully examined. During the site visit, the following data were recorded: tree species, number of trunks, trunk diameter at breast height (dbh), tree height, canopy diameter, and qualitative assessment ratings on aesthetics and health.

REGULATORY AUTHORITY

As a condition of tentative tract map submittals for the proposed project, the City of Los Angeles (City) requires a report that identifies the location of the following:

1. Trees that are designated as "protected trees" as defined by Section 17.02 of the City of Los Angeles Municipal Code. This category includes oak trees (*Quercus* spp.), southern California black walnut trees (*Juglans californica*), western sycamore trees (*Platanus racemosa*), and California bay laurel trees (*Umbellularia californica*) that have a trunk dbh at least four inches.
2. Any non-protected trees that have a trunk dbh of at least eight inches.

RESULTS

The survey area for this report contains a total of 2 western sycamore trees, 3 Indian laurel fig trees (*Ficus microcarpa*), 1 tree of heaven (*Ailanthus altissima*), 16 Mexican fan palms (*Washingtonia robusta*), and 2 king palms (*Syagrus romanzoffiana*) (Exhibit 2). The western sycamores are "protected trees", as defined in the City's Municipal Code. The conditions of the trees included in this survey are described below, and collected data are summarized in Table 1. Representative site photographs are provided in Exhibits 3a and 3b.

TABLE 1
TREE DATA SUMMARY

Tree Number	Tree Species	dbh (in)	Tree Height (ft)	Canopy Width (ft)	Health Rating*	Aesthetic Rating*
1	western sycamore <i>Platanus racemosa</i>	11.8	40	25	4	4
2	western sycamore <i>Platanus racemosa</i>	9.0	40	18	4	4
3	Indian laurel fig <i>Ficus microcarpa</i>	19.9	25	25	3	4
4	Indian laurel fig <i>Ficus microcarpa</i>	17.8	25	25	3	4
5	Indian laurel fig <i>Ficus microcarpa</i>	13.0	45	30	4	4
6	tree of heaven <i>Ailanthus altissima</i>	15.0	40	35	3	3
7	Mexican fan palm <i>Washingtonia robusta</i>	21.1	75	10	4	4
8	Mexican fan palm <i>Washingtonia robusta</i>	17.1	75	8	4	4
9	Mexican fan palm <i>Washingtonia robusta</i>	14.0	60	10	4	4
10	Mexican fan palm <i>Washingtonia robusta</i>	14.0	60	10	4	4
11	Mexican fan palm <i>Washingtonia robusta</i>	15.3	60	10	4	4
12	Mexican fan palm <i>Washingtonia robusta</i>	18.6	70	8	4	4
13	Mexican fan palm <i>Washingtonia robusta</i>	16.9	70	10	4	4
14	Mexican fan palm <i>Washingtonia robusta</i>	16.0	60	10	4	4
15	Mexican fan palm <i>Washingtonia robusta</i>	16.8	60	8	4	4
16	Mexican fan palm <i>Washingtonia robusta</i>	16.8	50	10	4	4
17	Mexican fan palm <i>Washingtonia robusta</i>	18.9	60	8	4	4
18	Mexican fan palm <i>Washingtonia robusta</i>	16.2	60	8	4	4
19	Mexican fan palm <i>Washingtonia robusta</i>	15.5	50	10	4	4
20-	Mexican fan palm <i>Washingtonia robusta</i>	17.2	50	10	4	4
21	Mexican fan palm <i>Washingtonia robusta</i>	17.8	50	8	4	4
22	Mexican fan palm <i>Washingtonia robusta</i>	17.0	60	10	4	4
23	king palm <i>Syagrus romanzoffiana</i>	10.1	30	10	4	4

TABLE 1
TREE DATA SUMMARY

Tree Number	Tree Species	dbh (in)	Tree Height (ft)	Canopy Width (ft)	Health Rating*	Aesthetic Rating*
24	king palm <i>Syagrus romanzoffiana</i>	8.6	22	12	4	4
dbh: diameter at breast height; in: inches; ft: feet.						
* Tree health and aesthetic quality were graded on a scale of 5 (excellent) to 1 (poor).						

All trees in the project site are proposed for removal. Of the 24 trees included in this inventory, a total of 2 trees occur on the project site and meet the City's minimum size threshold for regulation as protected trees (i.e., native trees with a dbh above 4 inches). These two trees are western sycamore (Nos. 1 and 2 on Exhibit 2). A total of four trees meet the City's minimum size threshold for regulation as non-protected trees (i.e., trees with a trunk dbh greater than eight inches). These four trees consist of three Indian laurel figs (Nos. 3, 4, and 5 on Exhibit 2) and one tree of heaven (No. 6 on Exhibit 2). A total of 17 palms¹ (Nos. 7 through 24, Exhibit 2) that meet the City's minimum size threshold for regulation as non-protected trees occur on the project site.

- Trees 1 and 2 are western sycamores growing along South Figueroa Street to the east of the project site. These trees range from 9.0 to 11.8 inches dbh and all are 40 feet tall. These trees appear to be in good health. The areas provided for the trees' root growth appear to be insufficient for their long-term health; Tree 1 has caused minor sidewalk damage.
- Trees 3 and 4 are Indian laurel figs growing within the hotel parking lot. These trees are 19.9 and 17.8 inches dbh, and both are 25 feet tall. These trees appear to be in good health with evidence of pruning. Minor scarring and abrasions were observed on the lower branches/upper trunk of each tree, likely caused by vehicles. Exposed roots were also observed on each tree, likely caused by soil compaction and/or excessive watering. The areas provided for the trees' root growth appear to be insufficient for their long-term health.
- Tree 5 is an Indian laurel fig growing to the west of the hotel behind a chain-link fence. This tree is 13.0 inches dbh and 45 feet tall. The tree appears to be in good health.
- Tree 6 is a tree of heaven growing to the west of the hotel, behind a chain-link fence. This tree is 15.0 inches dbh and 40 feet tall. The tree appears to be in good health; however, this species is considered to be invasive.
- Trees 7 through 22 are Mexican fan palms growing in the hotel parking lot and in its landscaped areas. These palms range from 14.0 to 21.1 inches dbh and are 50 to 75 feet tall. These palms appear to be in good health with evidence of pruning. Light fixtures are attached to many of the trunks.
- Trees 23 and 24 are king palms growing in the south portion of the project site. These trees are 10.1 and 8.6 inches dbh and 30 and 22 feet tall, respectively. These palms appear to be in good health with evidence of pruning.

¹ Palms are often not considered trees because they lack a vascular cambium, which causes tree trunk diameters to expand over time. The age of palms is better correlated with tree height rather than trunk diameter. As a result, palms are discussed separately from traditional tree species in this report.

DISCUSSION

The trees and palms observed on and adjacent to the project site are generally in good health with no conspicuous signs of stress or decay (e.g., trunk cavities, bleeding sap, signs of defoliation, or general lack of vigor). Evaluation of all trees and palms on or adjacent to the project site was based on a visual assessment from the ground. Because no significant indicators of stress were observed, no samples were taken from the trees, palms, or soil.

The two western sycamore trees growing along South Figueroa Street qualify as protected trees. However, these trees have outgrown their planting areas and their long-term health is likely to degrade. If preservation is proposed, care must be taken to create a larger planting area for each individual. Removing or repairing the surrounding pavement of these trees may impact their root stability or health.

All other trees on the project site are proposed for removal; no preservation is proposed. These trees occur within limited planting basins that have likely restricted root growth and are therefore poor candidates for relocation. The various palms are better candidates for relocation than are the trees, as they have smaller fibrous root systems. However, installing nursery stock would be a less expensive option for future landscaping. Therefore, relocation is not recommended for any the trees on the project site.

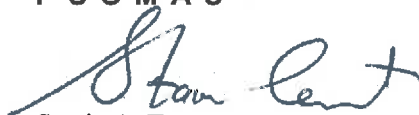
RECOMMENDATIONS

The following measures are recommended for tree establishment and maintenance at the proposed project:

1. The largest possible planting basin that the project can accommodate should be provided for new trees. Larger planting basins are correlated with longer-lived trees, greater tree stability, and less sidewalk damage.
2. Once the new planting basins are constructed, soil samples should be collected from all planting locations and sent to a qualified soil laboratory for analysis. From each sampling location, one sample should be collected that represents the top 12 inches of the soil, along with a second sample that represents the soil from 12 to 24 inches deep. Any recommended soil amendments or treatments from the laboratory report should be implemented.
3. Newly planted trees should be allowed to develop as long as possible without pruning any of the branches (at least two years). Young trees need the energy provided by the leaves to help establish a healthy root system for successful establishment.
4. Once planted, a one- to two-inch layer of mulch should be placed in the planting basin of each new tree. Mulch should not be placed in contact with the trunk of the tree as this can lead to rot.

Please call Trevor Bristle at (626) 351-2000 with any questions related to this report.

Sincerely,
P S O M A S



Stacie A. Tennant
Senior Project Manager



Trevor Bristle
Certified Arborist, International Society of Arboriculture
Certificate No. WE-10233A

Attachment A – Exhibits 1, 2, 3a, and 3b

Amanda Smith Mauceri

June 9, 2016

Page 5

REFERENCES

Los Angeles, City of. 2015 (December, last amended). *City of Los Angeles Municipal Code*. Cincinnati, OH: American Legal Publishing for the City.
[http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:losangeles_ca_mc](http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode?f=templates$fn=default.htm$3.0$vid=amlegal:losangeles_ca_mc).

ATTACHMENT A

EXHIBITS



Project Location

Tree Evaluation for 3101 South Figueroa Street, City of Los Angeles

Exhibit 1



Bonterra
PSOMAS



May 13, 2016. Representative photo of trees within the survey area.



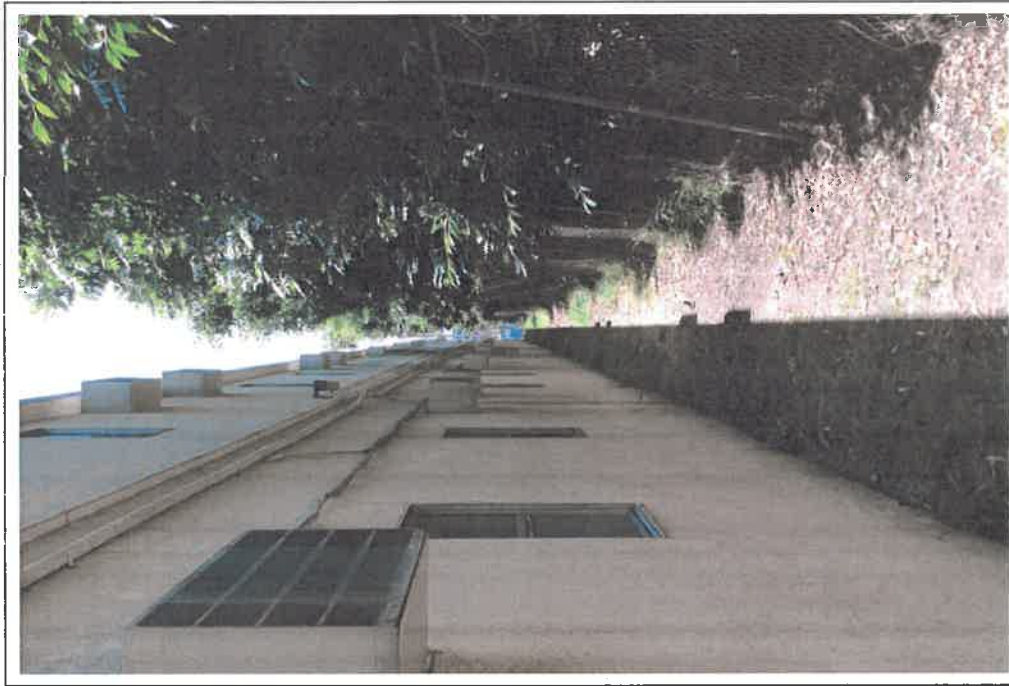
May 13, 2016. Representative photo of western sycamore along South Figueroa Street.

Site Photographs

Tree Evaluation for 3101 South Figueroa Street, City of Los Angeles

Exhibit 3a

Bonterra
P S O M A S



May 13, 2016. View of northwest property boundary, behind hotel.



May 13, 2016. Example of sidewalk damage present within the survey area.

Site Photographs

Tree Evaluation for 3101 South Figueroa Street, City of Los Angeles

Exhibit 3b

Bonterra
PSOMAS

(06/01/2016 LEW) R:\Projects\VIS\0101\Graphics\TreeSurvey\Ex3_SP1_20160601.pdf

MITIGATION MONITORING PROGRAM

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

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

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

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

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

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

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

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

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

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

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

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

It is the intent of this MMP to:

Verify compliance of the required mitigation measures of the MND;

Provide a methodology to document implementation of required mitigation;

Provide a record and status of mitigation requirements;

Identify monitoring and enforcement agencies;

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

Establish the frequency and duration of monitoring and reporting; and

Utilize the existing agency review processes' wherever feasible.

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

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

MITIGATION MONITORING PROGRAM

Air Quality

III-90

Air Quality impacts from project implementation due to construction-related emissions may occur. However, the potential impact may be mitigated to a less than significant level by the following measures:

- AQ-1 All off-road construction equipment greater than 50 hp shall meet US EPA Tier 4 emission standards, where available, to reduce NO_x, PM₁₀ and PM_{2.5} emissions at the Project site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. Trash receptacles located within an enclosed building or structure shall not be required to observe this minimum buffer.
- AQ-2 Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained, the Lead Agency shall require trucks that meet U.S. EPA 2007 model year NO_x emissions requirements.
- AQ-3 At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction, operation

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

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

Biology

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

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

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

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

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

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

VI. Geology and Soils

VI-40 Grading (20,000 Cubic Yards, or 60,000 Square Feet of Surface Area or Greater)

Impacts will result from the alteration of natural landforms due to extensive grading activities. However, this impact will be mitigated to a less than significant level by designing the grading plan to conform with the City's Landform Grading Manual guidelines, subject to approval by the Department of City Planning and the Department of Building and Safety's Grading Division. Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:

- A deputy grading inspector shall be on-site during grading operations, at the owner's expense, to verify compliance with these conditions. The deputy inspector shall report weekly to the Department of Building and Safety (LADBS); however, they shall immediately notify LADBS if any conditions are violated.
- "Silt fencing" supported by hay bales and/or sand bags shall be installed based upon the final evaluation and approval of the deputy inspector to minimize water and/or soil from going through the chain link fencing potentially resulting in silt washing off-site and creating mud accumulation impacts.
- "Orange fencing" shall not be permitted as a protective barrier from the secondary impacts normally associated with grading activities.
- Movement and removal of approved fencing shall not occur without prior approval by LADBS.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

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

Noise

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

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

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during field inspection

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

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

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

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

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permits

Public Services

XIV-10 Public Services (Fire)

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

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

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permits

Action Indicating Compliance: Field inspection sign-off

XIV-30 Public Services (Police)

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

- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations

Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permits

Transportation and Traffic

XVI-30 Transportation

- 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.

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

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

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

- 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.
- 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.

Enforcement Agency: Los Angeles Department of Building and Safety, LADOT, BOE

Monitoring Agency: Los Angeles Department of Building and Safety, LADOT

Monitoring Phase: Construction

Monitoring Frequency: Ongoing

Action Indicating Compliance: Issuance of Certificate of Occupancy

Public Utilities and Service Systems

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

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

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

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

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Regulatory Compliance Measures

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

AESTHETICS

- **Regulatory Compliance Measure RC-AE-3 (Vandalism): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with all applicable building code requirements, including the following:
 - Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
 - The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.
- **Regulatory Compliance Measure RC-AE-4 (Signage): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including on-site signage maximums and multiple temporary sign restrictions, as applicable.
- **Regulatory Compliance Measure RC-AE-5 (Signage on Construction Barriers): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including but not limited to the following provisions:
 - The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: “POST NO BILLS”.
 - Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
 - The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

AGRICULTURE and FORESTRY

AIR QUALITY

- **Regulatory Compliance Measure RC-AQ-1(Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
 - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
 - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
 - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
 - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
 - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
 - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
 - Trucks having no current hauling activity shall not idle but be turned off.
- **Regulatory Compliance Measure RC-AQ-2:** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
- **Regulatory Compliance Measure RC-AQ-3:** In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.
- **Regulatory Compliance Measure RC-AQ-4:** The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.
- **Regulatory Compliance Measure RC-AQ-5:** The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.
- **Regulatory Compliance Measure RC-AQ-6:** New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.
- **Regulatory Compliance Measure RC-AQ-7 (Spray Painting): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable rules of the Southern California Air Quality Management District, including the following:

- All spray painting shall be conducted within an SCAQMD-approved spray paint booth featuring approved ventilation and air filtration system.
- Prior to the issuance of a building permit, use of land, or change of use to permit spray painting, certification of compliance with SCAQMD air pollution regulations shall be submitted to the Department of Building and Safety.

CULTURAL RESOURCES

- **Regulatory Compliance Measure RC-CR-2 (Archaeological):** If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
 - Distinctive features, finishes and construction techniques or examples of skilled craftsmanship which characterize an historic property shall be preserved.
 - Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive historic feature, the new feature shall match the old in design, color, texture, and other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
 - Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
 - Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
 - New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
 - New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.
- **Regulatory Compliance Measure RC-CR-3 (Paleontological):** If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance

with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

- **Regulatory Compliance Measure CR-4 (Human Remains):** If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
 - Stop immediately and contact the County Coroner:
1104 N. Mission Road
Los Angeles, CA 90033
323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

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

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

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

GEOLOGY AND SOILS

- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

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

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

- selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.

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

- **Regulatory Compliance Measure RC-GHG-1 (Green Building Code):** In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the 2013 Los Angeles Green Code and as it may be subsequently amended or modified.

HAZARDS AND HAZARDOUS MATERIALS

- **Regulatory Compliance Measure RC-HAZ-1: Explosion/Release (Existing Toxic/Hazardous Construction Materials)**
 - **(Asbestos)** Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.
 - **(Lead Paint)** Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.
 - **(Polychlorinated Biphenyl – Commercial and Industrial Buildings)** Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.
- **Regulatory Compliance Measure RC-HAZ-2: Explosion/Release (Methane Zone):** As the Project Site is within a methane zone, prior to the issuance of a building permit, the Site shall be independently analyzed by a qualified engineer, as defined in Ordinance No. 175,790 and Section 91.7102 of the LAMC, hired by the Project Applicant. The engineer shall investigate and design a methane mitigation system in compliance with the LADBS Methane Mitigation Standards for the appropriate Site Design Level which will prevent or retard potential methane gas seepage into the building. The Applicant shall implement the engineer's design recommendations subject to DOGGR, LADBS and LAFD plan review and approval.
- **Regulatory Compliance Measure RC-HAZ-3: Explosion/Release (Soil Gases):** During subsurface excavation activities, including borings, trenching and grading, OSHA worker safety measures shall be implemented as required to preclude any exposure of workers to unsafe levels of soil-gases, including, but not limited to, methane.

HYDROLOGY AND WATER QUALITY

- **Regulatory Compliance Measure RC-WQ-1: National Pollutant Discharge Elimination System General Permit.** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for Phase 1 of the proposed Modified Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the proposed Modified Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.
- **Regulatory Compliance Measure RC-WQ-2: Dewatering.** If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.
- **Regulatory Compliance Measure RC-WQ-3: Low Impact Development Plan.** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.
- **Regulatory Compliance Measure RC-WQ-4: Development Best Management Practices.** The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.
- **Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from

each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:

- *United States Army Corps of Engineers.* The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.
 - *State Water Resources Control Board.* The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
 - *California Department of Fish and Wildlife.* The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.
- **Regulatory Compliance Measure RC-WQ-6 (Flooding/Tidal Waves):** The project shall comply with the requirements of the Flood Hazard Management Specific Plan, Ordinance No. 172081 effective 7/3/98.

MINERAL RESOURCES

NOISE

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

PUBLIC SERVICES

Schools

- **Regulatory Compliance Measure RC-PS-1 (Payment of School Development Fee)** Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

Parks

- **Regulatory Compliance Measure RC-PS-2 (Increased Demand For Parks Or Recreational Facilities):**
 - (*Subdivision*) Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units.

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

RECREATION

See RC measures above under Parks.

PUBLIC UTILITIES AND SERVICE SYSTEMS

Water Supply

- **Regulatory Compliance Measure RC-WS-1 (Fire Water Flow)** The Project Applicant shall consult with the LADBS and LAFD to determine fire flow requirements for the Proposed Project, and will contact a Water Service Representative at the LADWP to order a SAR. This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Project. If water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the Applicant or LADWP.
- **Regulatory Compliance Measure RC-WS-2 (Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's water use.
- **Regulatory Compliance Measure RC-WS-3 (New Carwash):** The applicant shall incorporate a water recycling system to the satisfaction of the Department of Building and Safety.
- **Regulatory Compliance Measure RC-WS-4 (Landscape)** The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

Energy

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

Solid Waste

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

Exhibit D

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

3101 S. Figueroa St
DOT Case No. CEN 16-43856

Date: May 31, 2016

To: Nicholas Hendricks, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC ANALYSIS FOR THE PROPOSED DEVELOPMENT PROJECT
LOCATED AT 3101 SOUTH FIGUEROA**

DOT has reviewed the traffic analysis, prepared by Fehr and Peers, dated April 2016, for the proposed hotel and bar development located 3101 Figueroa Street. The study evaluated twelve intersections and determined that, based on DOT's current traffic impact criteria¹, none of the study intersections would be significantly impacted by project-related traffic. The results of the traffic analysis, which accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community, are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct a 275 room hotel and 1,178 square-foot bar on a site that is currently occupied by a 75 room hotel and 3,600 square-foot restaurant. The project would provide 183 parking spaces onsite within a multi-level subterranean parking garage. Vehicle access will be provided via one ingress driveway on Figueroa Street and an egress driveway off of the alley that runs along the northern boundary of the project site and connects to Figueroa Street. The project is expected to be completed by 2019.

B. Trip Generation

The project is estimated to generate a net increase of approximately 1,245 daily trips, 87 trips during the a.m. peak hour and 104 trips during the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 9th Edition." A copy of the trip generation table from the traffic study can be found in **Attachment 2**.

C. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in

¹ Per DOT's Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments. To comply with the Freeway Analysis Agreement executed between Caltrans and DOT in October 2013, the study also included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. However, the project did not meet or exceed any of the four thresholds defined in the agreement; therefore, no additional freeway analysis was required.

PROJECT REQUIREMENTS

A. Construction Impacts

The study included analysis of the potential impacts due to construction activity and found there would be no temporary impacts due to construction. DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should 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. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Highway Dedication And Street Widening Requirements

On August 11, 2015, the City Council adopted the Mobility Plan 2035 which represents the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Figueroa Street** has been designated as an Avenue I which would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. The applicant should check with Bureau of Engineering's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The traffic study indicated that 183 parking spaces would be provided by the project. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation

The conceptual site plan for the project (illustrated in **Attachment 3**) is acceptable to DOT. However, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 North Figueroa Street, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should

contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. New driveways should be a Case 2 - designed with a recommended width of 30 feet for two-way operations. Delivery truck loading and unloading should take place on site with no vehicles having to back into the project via the proposed project driveway.

E. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact me at (213) 972-8482.

Attachments

E:\Expedited Studies\3101 figueroa st\CEN 16-43856_3101 figueroa st_hotel ts ltr.docx

c: Rob Katherman, Council District No. 9
Carl Mills, Central District, BOE
Mehrdad Moshksar, Central District, DOT
Taimour Tanavoli, Case Management, DOT
Amanda Heinke, Fehr and Peers

**Attachment 1
3101 Figueroa St**

**TABLE 8
3101 S FIGUEROA HOTEL PROJECT
FUTURE (YEAR 2019) PLUS PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS**

NO.	INTERSECTION	PEAK HOUR	FUTURE (2019)		FUTURE (2019) + PROJECT		V/C INCREASE	SIGNIFICANT IMPACT?
			V/C	LOS	V/C	LOS		
1	Hoover St & 30th St	AM	1.054	F	1.056	F	0.002	No
		PM	0.639	B	0.642	B	0.003	No
2	Hoover St & 32nd St	AM	0.188	A	0.189	A	0.001	No
		PM	0.253	A	0.253	A	0.000	No
3	Hoover St & Jefferson Blvd	AM	0.710	C	0.711	C	0.001	No
		PM	0.789	C	0.790	C	0.001	No
4	Figueroa St & Adams Blvd	AM	1.032	F	1.035	F	0.003	No
		PM	0.996	E	1.000	F	0.004	No
5	Figueroa St & 30th St	AM	0.665	B	0.673	B	0.008	No
		PM	0.703	C	0.712	C	0.009	No
6	Figueroa St & 32nd St	AM	0.614	B	0.623	B	0.009	No
		PM	0.585	A	0.594	A	0.009	No
7	Figueroa St & Jefferson Blvd	AM	0.843	D	0.853	D	0.010	No
		PM	0.847	D	0.859	D	0.012	No
8	Figueroa St & Exposition Blvd	AM	0.861	D	0.867	D	0.006	No
		PM	0.857	D	0.861	D	0.004	No
9	Flower St & 30th St	AM	0.249	A	0.254	A	0.005	No
		PM	0.517	A	0.522	A	0.005	No
10	Flower St & Jefferson Blvd	AM	0.454	A	0.454	A	0.000	No
		PM	0.869	D	0.870	D	0.001	No
11	Hope St & Jefferson Blvd	AM	0.331	A	0.336	A	0.005	No
		PM	0.579	A	0.585	A	0.006	No
12	Grand Ave & 30th St	AM	0.554	A	0.557	A	0.003	No
		PM	0.582	A	0.587	A	0.005	No

**Attachment 2
3101 Figueroa St**

**TABLE 4
3101 S FIGUEROA HOTEL PROJECT
TRIP GENERATION**

Land Use	Size	Trip Generation Rates [a]								Estimated Trip Generation						
		ITE Code	Daily Rate	AM Peak Hour			PM Peak Hour			Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				Rate	In	Out	Rate	In	Out		In	Out	Total	In	Out	Total
Proposed Land Uses																
Hotel	275 rooms	310	8.92	0.67	58%	42%	0.70	49%	51%	2,453	107	77	184	95	98	193
Less: Transit credit	-15% [b]									(368)	(16)	(12)	(28)	(14)	(15)	(29)
Less: Walk/Bike credit	-5% [c]									(104)	(5)	(3)	(8)	(4)	(4)	(8)
Total Driveway Trips										1,981	86	62	148	77	79	156
Bar [d]	1.178 ksf	925 [d]	89.95	0.81	67%	33%	11.34	66%	34%	106	1	0	1	9	4	13
Less: Transit credit	-15% [b]									(16)	0	0	0	(1)	(1)	(2)
Total Driveway Trips										90	1	0	1	8	3	11
Less: Pass-By Trips	-20% [d]									(18)	0	0	0	(1)	(1)	(2)
Net External Vehicle Trips										72	1	0	1	7	2	9
TOTAL PROJECT EXTERNAL VEHICLE TRIPS										2,053	87	62	149	84	81	165
Existing Land Uses																
Hotel	72 rooms	310	8.92	0.67	58%	42%	0.70	49%	51%	642	28	20	48	25	25	50
Less: Internal Trips credit	2% [e]				4%	5%		4%	4%	(13)	(1)	(1)	(2)	(1)	(1)	(2)
Less: Walk/Bike credit	-5% [c]									(31)	(1)	(1)	(2)	(1)	(1)	(2)
Less: Transit credit	-15% [b]									(92)	(4)	(3)	(7)	(3)	(4)	(7)
Total Driveway Trips										506	22	15	37	20	19	39
High-Turnover (Sit Down) Restaurant	3.6 ksf	932	127.15	10.81	55%	45%	9.85	60%	40%	458	21	18	39	21	14	35
Less: Internal Trips credit	3% [e]				5%	6%		5%	7%	(14)	(1)	(1)	(2)	(1)	(1)	(2)
Less: Transit credit	-15% [b]									(67)	(3)	(3)	(6)	(3)	(2)	(5)
Total Driveway Trips										377	17	14	31	17	11	28
Less: Pass-By Trips	-20% [f]									(75)	(3)	(3)	(6)	(4)	(2)	(6)
Net External Vehicle Trips										302	14	11	25	13	9	22
TOTAL EXISTING TRIPS										808	36	26	62	33	28	61
TOTAL DRIVEWAY TRIPS										2,071	87	62	149	85	82	167
TOTAL NET EXTERNAL TRIPS										1,245	51	36	87	51	53	104

Notes:

- Source for trip generation rates: *Trip Generation, 9th Edition*, Institute of Transportation Engineers (ITE), 2012
- Proposed project is located within 1/4-mile of Metro Expo Line Station; Source: *Traffic Study Policies and Procedures*, LADOT, revised August 2014 (page 10).
- A 5% bike/walk credit was assumed because the primary user of the hotel will be related to USC and these users will likely walk to the campus
- The daily and AM peak hour rate for Quality Restaurants ITE Code 931 was used in the absence of sufficient surveys for the Drinking Place ITE 925 Code.
- Internal capture represents the percentage of trips between land uses that occur within the site. Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, 2011.
- Source: *Traffic Study Policies and Procedures*, LADOT, revised August 2014 (Attachment I).

Attachment 3 3101 Figueroa St

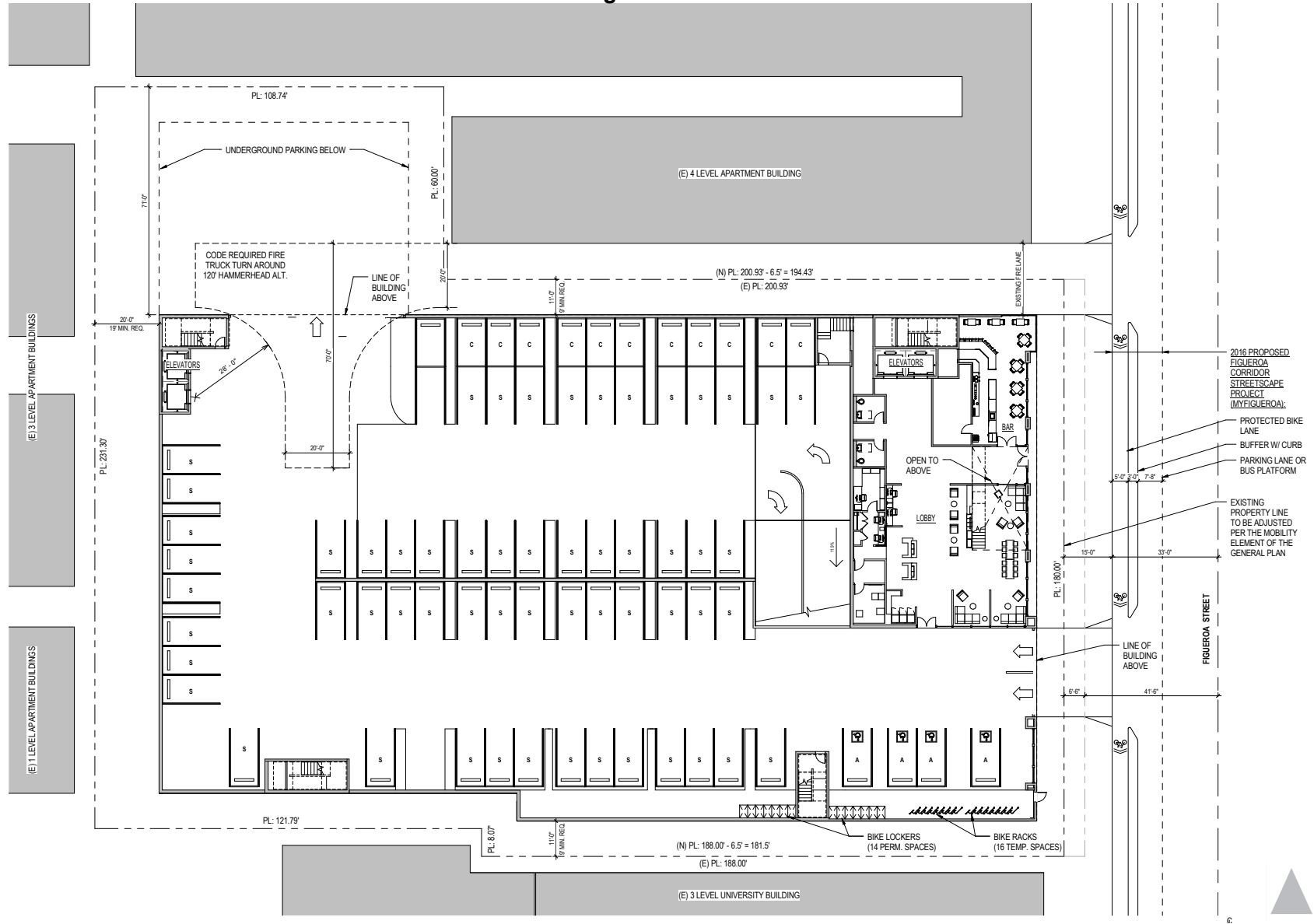



Figure 2
Site Access

**CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE**

Date: August 25, 2016

To: Mr. Vincent P. Bertoni, Director
Department of City Planning
Attn: Jordann Turner (City Planner)

From:  (for)
Edmond Yew, Manager
Land Development and GIS Division
Bureau of Engineering

**Subject: Case No. CPC 2016-2466 (GPA/ZC/HD/VCU/CUB/SPR): 3031
South Figueroa Street**

The following recommendations identifying the infrastructure deficiencies adjacent to the application site are submitted for your use for the approval of a General Planning Amendment, Zone Change, Height District, Vesting Conditional Use, Conditional Use Beverage, and Site Plan Review adjoining the area involved:

1. Dedication Required:

Figueroa Street (Avenue I) – Dedicate a 0.5-foot wide strip of land along the property frontage to complete a 50-foot wide half right-of-way in accordance with Avenue I standards of Mobility Plan 2035.

2. Improvements Required:

Figueroa Street - Construct additional concrete sidewalk in the newly dedicated area. Repair and/or replace any broken, off-grade or bad order concrete curb, gutter and sidewalk. Close any unused driveways with full height curb, gutter and sidewalk. Upgrade all driveways to comply with ADA requirements. Repair or replace other existing public improvements that may get damaged during construction of the proposed project. These improvements should suitably transition to join the existing and proposed improvements.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. Some tree removal in conjunction with the street improvement project may require Board of Public Works approval. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.

Trees: That Board of Public Works approval shall be obtained, prior to the issuance of the Certificate of Occupancy of the development project, for the removal of any tree in the existing or proposed public right-of-way. The Bureau of Street Services, Urban Forestry Division is the lead agency for obtaining Board of Public Works approval for the removal of such trees.

Notes: Street lighting and street light relocation will be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

Refer to the Department of Transportation regarding traffic signals, signs, equipment, and parking meters (213) 482-7024.

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

3. Roof drainage and surface run-off from the property shall be collected and treated at the site and drained to the streets through drain pipes constructed under the sidewalk and through curb drains or connections to the catch basins.
4. Submit shoring plans and lateral support plan to the Central District Office of the Bureau of Engineering Excavation Counter for review and approval prior to excavating adjacent to the public right-of-way (213) 482-7067.
5. Sewer lines exist in Figueroa Street. Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit at (213) 482-7050.
6. Submit a parking area and driveway plan to the Central District Office of the Bureau of Engineering and to the Department of Transportation for review and approval.

Any questions regarding this report may be directed to Sean Mizan of my staff at (213) 202-3486.

cc: Paul Garry
Central District Office

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

August 15, 2016

TO: Vincent P. Bertoni, Director of Planning
Department of City Planning
Attention: Nicholas Hendricks

FROM: Fire Department

SUBJECT: **CPC-2016-2466 (3031 South Figueroa Street)**
(EXPEDITE)

Submit plot plans for Fire Department approval and review prior to recordation of CPC Action.

RECOMMENDATIONS:

Access for Fire Department apparatus and personnel to and into all structures shall be required.

Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units

The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

Policy Exception:

L.A.M.C. 57.09.03.B Exception:

- When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.
- It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building.
- This policy does not apply to single-family dwellings or to non-residential buildings.

Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend unto the roof.

Entrance to the main lobby shall be located off the address side of the building.

Any required Fire Annunciator panel or Fire Control Room shall be located within 50ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.

Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.

Where fire apparatus will be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot.

Submit plot plans indicating access road and turning area for Fire Department approval.

Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.

All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.

Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.

Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.

The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.

Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.

FPB #105

**SECTION 510
EMERGENCY RESPONDER RADIO COVERAGE**

5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished BY APPOINTMENT ONLY, in order to assure that you receive service with a minimum amount of waiting please call (213) 482-6509. You should advise any consultant representing you of this requirement as well.

RALPH M. TERRAZAS
Fire Chief

John N. Vidovich, Fire Marshal
Bureau of Fire Prevention and Public Safety

JNV:RED:red
CPC-2016-2466 EXPEDITE
Map No. 120-201

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: 8/3/2016

To: Charlie Rausch, Senior City Planner
Department of City Planning
200 N. Spring St., 6th Floor MS-395

From:  Jay Wong, Manager
Private Development Division
Bureau of Street Lighting

SUBJECT: STREET LIGHTING REQUIREMENTS FOR DISCRETIONARY ACTIONS

CITY PLANNING CASE No.: CPC 2016-2466 GPA ZC EXP

3031 S. Figueroa St.

The Bureau of Street Lighting's recommended condition of approval for the subject city planning case is as follows: (Improvement condition added to S-3 (c) where applicable.)

SPECIFIC CONDITION: Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.

IMPROVEMENT CONDITION: Construct new street light: one (1) on Figueroa St. If street widening per BOE improvement conditions, relocate and upgrade street light; one (1) on Figueroa St.

NOTES:


The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: September 15, 2016

TO: Jae H. Kim, Deputy Advisory Agency
Department of City Planning

FROM:  Timothy Tyson, Chief Forester
Bureau of Street Services, Urban Forestry Division

SUBJECT: CPC-2016-2466 / 3031 South Figueroa Street

The Urban Forestry Division has investigated this project and recommends the following conditions:

1. Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the sub divider or contractor shall notify the Urban Forestry Division (213-847-3077) upon completion of construction to expedite tree planting.

Note: All protected tree removals must be approved by the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077

Exhibit E

DRAFT RESOLUTION

WHEREAS, the subject project is located within the area covered by the South Los Angeles Community Plan, revised by the City Council on March 22, 2000; and

WHEREAS, the City Planning Commission recommended approval of a General Plan Amendment to remove Footnote No. 14; and recommended approval of a Zone and Height District Change from C2-1VL-O to (T)(Q)C2-2D-O for the subject property; and

WHEREAS, the approved project is for the construction, use and maintenance of seven-story dual branded hotel with 275 guest rooms; and

WHEREAS, the City Planning Commission at its meeting on February 9, 2017 approved the General Plan Amendment and recommended approval by the City Council of a General Plan Amendment over the subject property; and

WHEREAS, pursuant to the provisions of the Los Angeles City Charter, the Mayor and City Planning Commission have transmitted their recommendations; and

WHEREAS, the requested General Plan Amendment is consistent with the intent and purpose of the adopted South Los Angeles Community Plan to designate land use in an orderly and unified manner; and

WHEREAS, the Community Commercial land use designation and the (T)(Q)C2-2D-O- Zone and Height District will allow the project as described above which is consistent with the Plan and Zone; and

WHEREAS, the subject proposal has prepared a Mitigated Negative Declaration No. ENV-2016-2467-MND in accordance with the City's Guidelines for implementation of the California Environmental Quality Act (CEQA);

NOW, THEREFORE, BE IT RESOLVED that the South Los Angeles Community Plan Footnote No 14 be amended to read as follows;

Notwithstanding Footnote No.1, 100% commercial projects located on Community Commercial-designated properties on Figueroa Street and the west side of Flower Street shall be limited to the existing Height District 1 and a 1.5:1 FAR. However, hotels and mixed-use (residential/commercial) developments may be designated Height District 2D, provided that the City approves the corresponding zone change to establish the Height District 2D, and provided that no such development exceeds a maximum total floor area ratio (FAR) of 3:1. An additional FAR of 1.5:1, for a maximum total FAR of 4.5:1, may be granted for mixed-use projects that 1) set aside 20% of the dwelling units developed in the increment from 3:1 to 4.5:1 FAR for affordable housing, or 2) for projects reserved for and designed primarily to house students and/or students and their families, or 3) for projects approved by the CRA prior to Council adoption of the Figueroa Street Corridor General Plan Amendment, per Council File No. 06- 3236. The affordable housing requirement will be satisfied by units that are affordable to households that earn 30%-120% of AMI, defined as very low, low and

moderate income households in Sections 50079.5, 50093, 50105 and 50106 of the California Health and Safety Code. Commercial uses in such mixed-use projects, excluding hotels with 300 guestrooms or less, shall comprise no less than 0.5 and no more than 0.9 FAR. 100% residential development shall not be permitted.