



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: March 9, 2017
Time: after 8:30 A.M.
Place: Los Angeles City Hall
John Ferraro Council Chamber
200 North Spring Street
Los Angeles, CA 90012

Public Hearing: December 7, 2016
Appeal Status: Zone Change is appealable only by the applicant to City Council if disapproved in whole or in part. Conditional Uses and Site Plan Review are appealable to the City Council by any party.

Expiration Date: May 2, 2017
Multiple Approval: Yes

Case No.: CPC-2016-3064-ZC-CUB-CU-SPR
CEQA No.: ENV-2016-3065-MND
Council No.: 10 - Wesson
Plan Area: Wilshire
Specific Plan: None
Certified NC: Wilshire Center - Koreatown
General Plan: Regional Center
Current Zone: R3P-2
Proposed Zone: RAS4-2
Applicant: Kwang Kyu Pak
Representative: Bill Robinson

PROJECT LOCATION: 679-687 South Harvard Boulevard

PROPOSED PROJECT: The project is the construction, use and maintenance of a seven-story, 110-room hotel with a 1,840 square-foot ground floor restaurant. The project includes 80 automobile parking spaces within one (1) at-grade and two (2) subterranean parking levels.

REQUESTED ACTIONS: In accordance with Section 12.36 of the Los Angeles Municipal Code (Multiple Approval Ordinance), the following are requested:

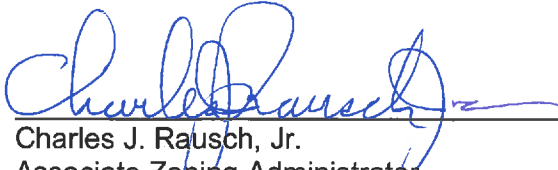
1. Pursuant to Section 21082.1(c)(3) of the California Public Resources Code, adoption of the Mitigated Negative Declaration (Case No. ENV-2016-3065-MND) for the above referenced project;
2. Pursuant to Section 21081.6 of the California Public Resources Code and CEQA Guidelines Section 15097, adoption of the Mitigation Monitoring Program for ENV-2016-3065-MND;
3. Pursuant to Section 12.32-F of the Los Angeles Municipal Code (L.A.M.C.), a Zone Change from R3P-2 to RAS4-2;
4. Pursuant to Section 12.24-W,1 of the L.A.M.C., a Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption within the 1,840 square-foot ground floor restaurant;
5. Pursuant to Section 12.24-W,24 of the L.A.M.C., a Conditional Use Permit to allow the construction, use and maintenance of a 110-room hotel within 500 feet of a R zoned property, and

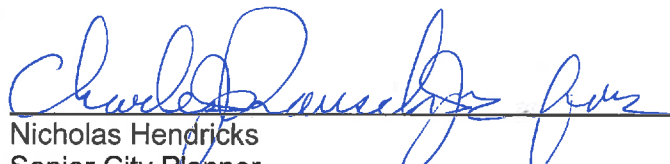
6. Pursuant to Section 16.05 of the L.A.M.C., a Site Plan Review for a development project which creates or results in an increase of 50 or more rooms.


RECOMMENDED ACTIONS:


1. **Adopt** the findings;
2. **Adopt** the Mitigated Negative Declaration (Case No. ENV-2016-3065-MND) for the above referenced project;
3. **Adopt** the Mitigation Monitoring Program for ENV-2016-3065-MND;
4. **Recommend** that the City Council **approve** a Zone Change from R3P-2 to (T)(Q)RAS4-2 for the entire site;
5. **Approve** a Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption within the 1,840 ground floor square-foot restaurant;
6. **Approve** a Conditional Use Permit to allow the construction, use and maintenance of a 110-room hotel within 500 feet of a R zoned property;
7. **Approve** a Site Plan Review for a development project which creates or results in an increase of 50 or more rooms;
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


Heather Bleemers
City Planner


Oliver Netburn
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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 525, 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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PROJECT ANALYSIS

Project Summary

The proposed project is the construction, use and maintenance of a seven-story, 110-room hotel with a 1,840 square-foot ground floor restaurant. The project consists of a total of 64,763 square feet of floor area with a maximum height of 84 feet, six (6) inches (84'-6"). The project includes 80 automobile parking spaces within one (1) at-grade and two (2) subterranean parking levels. The site is currently improved with a surface parking lot which will be removed as part of the project.

In addition to the 1,840 square-foot ground floor restaurant, the project provides approximately 11,000 square feet of common area on the second floor, including meeting rooms, a business center, a guest library, guest lounge and outdoor terrace. On the third floor the project includes a fitness room and a courtyard garden area.

The guest rooms primarily range in size between 291 and 392 square feet and include one (1) or two (2) beds. Five (5) guest rooms are 540 square feet and one (1) guest room is 1,096 square feet and includes two (2) bedrooms and a full kitchen.

The proposed project is required to provide a total of 65 automobile parking spaces. The project provides 80 automobile parking spaces within one (1) at-grade and on two (2) subterranean levels. The at-grade parking level includes the pick-up and drop-off area for guests and a total of eight (8) parking spaces - three (3) electric vehicle and five (5) handicap accessible spaces. The two (2) subterranean levels are fully automated. Access to the parking area is via a two-way driveway along Harvard Boulevard.

The proposed project will provide the required 10 bicycle parking spaces, including five (5) short-term and five (5) long-term spaces. A separate bicycle room is located on the at-grade parking level for long-term bicycle parking. Short-term bicycle parking is located toward entrance of the lobby area.

The applicant has requested:

- 1) Adoption the Mitigated Negative Declaration (Case No. ENV-2016-3065-MND) for the proposed project;
- 2) A recommendation that the City Council approve a Zone Change from R3P-2 to (T)(Q)RAS4-2 for the entire site;
- 3) An approval of a Conditional Use Permit to allow a full line of alcoholic beverages for on-site consumption within the ground floor restaurant;
- 4) An approval of a Conditional Use Permit to allow the development of a hotel within 500 feet of a R zoned property, and
- 5) An approval of a Site Plan Review for a project that results in 50 or more guests rooms.

Background

The subject property is a flat, rectangular, 14,877 square-foot interior lot with a 110-foot frontage along Harvard Boulevard and a depth of 135 feet. The property is currently improved with a surface parking lot which will be removed as part of the project.

The property is located within the Wilshire Community Plan and is approximately 380 feet south of Wilshire Boulevard. The Metro Purple Line subway station and Metro Rapid 720 bus stop at Wilshire Boulevard and Normandie Avenue are approximately one-quarter mile to the east of the project site.

The property is located within 0.59 kilometers of the nearest fault (Puente Hills Blind Thrust).

General Plan Land Use Designation

The Wilshire Community Plan designates the subject property for Regional Center Commercial land uses with corresponding zones of CR, C1.5, C2, C4, P, PB, RAS3, RAS4, R3, R4 and R5. The subject property is zoned R3P-2. The applicant has requested a Zone Change to RAS4-2 for the entire property, which is consistent with the range of zones corresponding to the site's land use designation.

Surrounding Properties

Properties surrounding the subject site are designated for High Medium Residential and Regional Center Commercial land uses, and are zoned R3P, PB, R3, R4, (T)(Q)C2, C2, (T)(Q)C4, (Q)C4 and C4, and are primarily developed with multi-story, multi-family dwellings and commercial buildings, surface parking lots and parking structures.

Other notable developments in the surrounding area include the following:

Address	No. of Stories	FAR
679-687 South Harvard Boulevard (proposed project)	7	4.4:1
3600-3624 Wilshire Boulevard	21	8.1:1
3650-3660 Wilshire Boulevard	12	7.4:1
3576-3580 Wilshire Boulevard	18	19:1
3550-3564 Wilshire Boulevard	18	17:1
3640-42 Wilshire Boulevard (667-75 Harvard Boulevard)*	7	3.7:1
699 Harvard Boulevard, 694 Hobart Boulevard, 3531 -3533 7 th Street**	16 and 21	8.5:1

* currently under construction

** approved in 2011

Street and Circulation

Harvard Boulevard, abutting the property to the east, is a Collector street, dedicated to a variable width of between 60 and 62 feet and improved with asphalt roadway and curb, gutter and sidewalk.

Site Related Cases and Permits

Case No. ZA-2008-4763-CUB - On December 17, 2009, the Zoning Administrator approved a Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption, in conjunction with an existing restaurant on a lot in the C4-2 Zone.

Surrounding Related Cases

Case No. ZA 2011-0319-ZV-ZAA-SPR - On June 1, 2011, the Zoning Administrator approved a Site Plan Review in conjunction with the expansion of a synagogue from the existing 123,890 square feet to approximately 244,950 square feet, located at 3663 West Wilshire Boulevard.

Case No. ZA 95-0718-CUB - On December 8, 1995, the Zoning Administrator approved a Conditional Use to permit the sale and dispensing of alcoholic beverages for on-site consumption, located at 3580 Wilshire Boulevard.

Public Hearing and Issues

Public Hearing

A public hearing was conducted by the Hearing Officer on December 7, 2016, at 3:15 p.m., at City Hall in downtown Los Angeles. The hearing was attended by approximately five (5) people, including the applicant, the applicant's representatives and one (1) member of the public, a representative of UNITE HERE. No one spoke in opposition of the project and no letters of opposition were received.

RAS4 Zone

The project originally included an 880 square-foot ground floor retail space and a 1,992 square-foot second floor restaurant, however, pursuant to L.A.M.C. Section 12.11.5 (the RAS4 Zone), commercial uses are not permitted above the ground floor. Therefore, the applicant agreed to revise the project to replace the ground floor retail component with the restaurant and to provide additional hotel amenities on the second floor, including meeting rooms, a business center, a guest library, guest lounge and outdoor terrace, consistent with the requirements of the requested RAS4 Zone.

Traffic Analysis

As discussed above, project originally included an 880 square-foot ground floor retail space and a 1,992 square-foot second floor restaurant which the requested RAS4 Zone would not permit. It was the applicant's intention to make the restaurant space only accessible to guests of the hotel, however it was determined that such a configuration would not be enforceable and would not be consistent with the requested alcohol license. By the time this inconsistency with the zone came to light, LADOT had already approved the traffic study based on the originally proposed project. The analysis from LADOT found that the project would not result in any significant impacts to the surrounding roadways or intersections.

Subsequent to LADOT initial review and approval, and following the changes to the project that are now before the City Planning Commission, the applicant provided LADOT with a revised traffic study based on the revised project. The revised traffic study came to the same conclusion as the initial traffic study that no significant impacts would occur as a result of removing the second floor restaurant and replacing the originally proposed ground floor commercial with a 1,840 square-foot ground floor restaurant.

As of the preparation of this Staff Report, LADOT has not provided the Department of City Planning with a letter indicating their concurrence with the updated traffic study. Nevertheless, Planning Staff has consulted with LADOT regarding the changes to the project and has received confirmation that project would continue not to have any significant impacts to the surrounding roadways or intersections. Furthermore, prior to any action made by the City Planning

Commission on March 9, 2017, LADOT will provide Planning Staff with a letter confirming their position of no significant impacts and that letter will be given to the City Planning Commissioners for their review and consideration.

Measure JJJ

Case No. CPC-2016-3064-ZC-CUB-CU-SPR was filed on August 18, 2016 and was scheduled for a December 7, 2016 public hearing. On February 9, 2017, Case No. ENV-2016-3065-MND was published for public review and comment.

Furthermore, Case No. CPC-2016-3064-ZC-CUB-CU-SPR does not involve the construction of any residential dwelling units.

Therefore, in light of the type of development associated with Case No. CPC-2016-3064-ZC-CUB-CU-SPR, the proposed hotel and ground floor restaurant is exempt from the provisions of Measure JJJ.

Professional Volunteer Program

The proposed project was reviewed by the Department of City Planning's Urban Design Studio - Professional Volunteer Program (PVP) on January 24, 2017. The following issues, concerns, and recommendations were discussed:

- Show landscaping at ground level and within the courtyard area.
- Indicate the proposed materials on the elevations
- Provide additional detail and treatment at the first and second floor levels, especially on the northern and western elevations.
- Maintain one (1) main entrance to the restaurant with direct access to the sidewalk.

The applicant has submitted revised plans which satisfy the recommendation of the PVP with the exception that the restaurant does not have main entrance along the building frontage, adjacent to the sidewalk. Therefore, Staff has included a condition that would require the maintenance one (1) main entrance to the restaurant with direct access to the sidewalk.

Conclusion

Based on the Public Hearing and information submitted to the record, Staff is recommending that the City Planning Commission adopt the Mitigated Negative Declaration (Case No. ENV-2016-3065-MND) and the Mitigation Monitoring Program.

Staff also recommends that the City Planning Commission recommend that the City Council adopt the Zone Change from R3P-2 to RAS4-2; approve the Conditional Use Permit to allow a full line of alcoholic beverages for on-site consumption within the ground floor restaurant; approve the Conditional Use Permit to allow the development of a hotel within 500 feet of a R zoned property, and approve the Site Plan Review.

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.

Dedication(s) and Improvement(s). 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. Dedication Required -

Harvard Boulevard (Collector Street) - A 3-foot wide strip of land along the property frontage to complete a 32-foot wide half right-of-way in accordance with Collector Street standards of Mobility Plan 2035.

b. Improvements Required -

Harvard Boulevard - Construct additional concrete sidewalk in the dedicated area and repair any broken, off-grade or bad order concrete curb, gutter and sidewalk. Close all unused driveways with standard curb height, gutter and sidewalk and upgrade all driveways to comply with ADA requirements.

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.

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

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

- c. Improvements Required -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 Harvard Boulevard. Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
 - e. An investigation by the Bureau of Engineering Central District Office Sewer Counter may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the Central District Office of the Bureau of Engineering at (213) 482-7050.
 - f. Submit shoring and lateral support plans to the Bureau of Engineering Excavation Counter for review and approval prior to excavating adjacent to the public right-of-way (213) 482-7048.
 - g. Submit 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. **Fire Department.** Prior to the issuance of building permit, a plot plan shall be submitted to the Fire Department for approval.
4. **Bureau of Street Lighting.** No street lighting improvements if no street widening per BOE improvement conditions. Otherwise relocate and upgrade street light; one (1) on Harvard Boulevard.

(Q) QUALIFIED CLASSIFICATIONS

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 and area regulations for the new development on-site shall be developed for the commercial uses as permitted in the RAS4 Zone as defined in LAMC Section 12.11.5, except as modified by the conditions in CPC-2016-3064-ZC-CUB-CU-SPR or any subsequent action..
2. **Development.** The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", dated February 24, 2017, except as may be revised as a result of this action.
3. **Height.** The maximum building height shall be limited to 84 feet, six (6) inches (84'-6").
4. The project shall be limited to a maximum 110-room hotel with a 1,840 square-foot ground floor restaurant.

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:

1. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.
2. The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", dated February 24, 2017, except as may be revised as a result of this action.
3. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Zoning Administrator to impose additional corrective Conditions, if, in the Administrator's opinion, such Conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
4. 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.
5. A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
6. Any public telephones on the premises shall be located indoors.
7. The applicant shall not permit any loitering on the premises or on property adjacent to the premises.
8. The applicant shall be responsible for maintaining free of litter the area adjacent to the premises over which they have control, including the sidewalks bordering the site.

Conditional Use - Beverage

9. **Authorization.** Approved herein is the sale and dispensing of a full-line of alcoholic beverages for on-site consumption in conjunction with one (1) ground floor restaurant. The maximum floor area shall not exceed 1,840 square feet.
10. The hours of the sale of alcohol shall be limited to 7:00 a.m. to 2:00 a.m., daily.
11. No dancing or entertainment shall be permitted.
12. The conditions of this grant, a police permit, a copy of a business license, insurance information and an emergency contact phone number for the operator and valet service(s), if any, shall be retained on the premises at all times and be immediately produced upon request of the Los Angeles Police Department, the Condition Compliance Unit, State Department of Alcoholic Beverage Control or other responsible agencies. The manager and all employees shall be knowledgeable of these Conditions.

13. 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 Condition Compliance Unit as evidence of compliance. In the event there is a change in the licensee, within one year of such change, this training program shall be required for all new staff. All employees who serve alcoholic beverages shall attend follow-up STAR classes every 24 months. The STAR training shall be conducted for all new hires within 2 months of their employment.
14. An electronic age verification device shall be retained on the premises available for use during operational hours. This device shall be maintained in operational condition and all employees shall be instructed in its use.
15. Signs shall be prominently posted in English and the predominant language of the facility's clientele, if different, stating "No Loitering or Public Drinking of Alcoholic Beverages" signs shall be posted throughout the subject property, including along the eastern perimeter wall, in the same language(s).
16. The Conditions of this grant shall be retained in a conspicuous place in an office area on each premises at all times and be immediately produced upon request of any Los Angeles Police Department officer or Department of Alcoholic Beverage Control investigator. The manager and all employees of each business shall be knowledgeable of the Conditions herein.
17. Condition Compliance Unit.
 - a. ***Prior to the beginning of operations for each establishment***, 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-2016-3064-ZC-CUB-CU-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.
 - b. ***Prior to the beginning of operations for each establishment***, 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 beverage for on-site consumption, in conjunction the restaurant, known as [to be determined later], and agree to abide and comply with said conditions.
 - c. 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. Evidence that a copy of this determination has been provided to the prospective owner/operator,

including the conditions required herewith, shall be submitted to the Condition Compliance Unit in a letter from the new operator indicating the date that the new operator/management began and attesting to the receipt of this approval and its conditions. The new operator shall submit this letter to the Condition Compliance Unit within 30-days of the beginning day of his/her new operation of the establishment along with the dimensioned floor plan, seating arrangement and number of seats of the new operation.

- d. Should there be a change in the ownership and/or the operator of the business, the Zoning Administrator reserves the right to require that the new owner or operator file a Plan Approval application if it is determined that the new operation is not in substantial conformance with the approved floor plan, or the operation has changed in mode or character from the original approval, or If at any time during the period of validity of this grant, documented evidence is submitted showing continued violation of any condition(s) of this grant resulting in a disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties. The application, in association with the appropriate fees, shall be submitted to the Department of Planning, Condition Compliance Unit within 30 days of the date of legal acquisition by the new owner or operator. The purpose of the plan approval will be to review the operation of the premise and establish conditions applicable to the use as conducted by the new owner or operator, consistent with the intent of the Conditions of this grant. Upon this review, the Zoning Administrator may modify, add or delete conditions, and if warranted, reserves the right to conduct a public hearing, that may also be conducted for nuisance abatement/revocation purposes.

18. **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.
19. Within 30 days of the effective date of the Department of Alcoholic Beverage Control license, and within 30 days of the effective date of any modification or alteration of terms of said license, the applicant shall transmit a copy of the valid Department of Alcoholic Beverage Control license to the Zoning Administrator for attachment to the case file.
20. Within 30 days of the effective date of this grant, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Zoning Administrator for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Zoning Administrator for attachment to the subject case file.

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.)

- Approval of a full line of alcohol.
- 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.
- No cocktail lounge shall be maintained on the premises separate from the dining area.
- No alcohol shall be allowed to be consumed on any adjacent property under the control of the applicant.
- 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.
- The sale of alcohol shall be incidental to the sale of food.
- The sale of alcoholic beverages for consumption off the premises is prohibited.
- 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.
- There shall be no cocktail lounge or separate bar area.
- 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.
- The off-site sale of alcoholic beverages as a secondary use (i.e., "take out") is not permitted.
- All service of alcoholic beverages shall be conducted by a waitress or waiter or bartender.
- 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.
- The alcoholic beverage license shall not be exchanged for a public premises type license nor operated as a public premises.
- 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.

Conditional Use - Hotel

21. **Authorization.** Approved herein is the construction, use and maintenance of a 110-room hotel.
22. All loading and unloading of hotel guests shall be conducted on the subject property, as shown in Exhibit "A".

Site Plan Review

23. **Pedestrian Access.** Maintain one (1) main entrance to the restaurant with direct access to the sidewalk.
24. **Vehicular Access.**
- 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. Follow recommendations of LADOT's traffic assessment letter.
 - d. 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.
25. **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.
26. **Trash and Recycling.**
- a. All trash collection and storage areas shall be located on-site and shall not be visible from the public right-of-way.
 - b. Trash receptacles shall be stored in a fully enclosed building or structure, constructed with a solid roof, at all times.
 - c. Trash/recycling containers shall be locked when not in use.
27. **Mechanical and Rooftop Equipment Screening.** Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view of any abutting properties and the public right-of-way. All screening shall be setback at least five feet from the edge of the building.
28. **Electric Vehicle Parking.** The project shall include at least 20 percent of the total code-required parking spaces capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2

or greater EVSE at its maximum operating ampacity. Of the twenty percent EV Ready parking, five percent of the total code required parking spaces shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas. When the application of either the required 20 percent or five percent 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. None of the required EV Ready parking shall apply to parking spaces used for dealership vehicle storage.

29. **Solar Panels.** The project shall dedicate a minimum of 1,810 square feet of rooftop space for the installation of a photovoltaic system, in substantial conformance with the plans stamped "Exhibit A".

Environmental Conditions

30. 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.
- 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.
- c. 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.
- d. On-site power generators shall either be plug-in electric or solar powered.

31. Tree Removal (Public Right-of-Way).

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

- d. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

32. Transportation/Traffic.

- a. 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.
- b. 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.
- c. Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- d. 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.

Administrative Conditions of Approval

- 33. **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.
- 34. **Code Compliance.** Area, height and use regulations of the (T)(Q)RAS4-2 zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.
- 35. **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.
- 36. **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.
- 37. **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.

38. **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.
39. **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.
40. **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.
41. **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.

FINDINGS

General Plan/Charter Findings

1. General Plan.

- a. **General Plan Land Use Designation.** The subject property is located within the Wilshire Community Plan which was updated by the City Council on September 19, 2001.

The plan map designates the subject property as Regional Center Commercial land use with corresponding zones of CR, C1.5, C2, C4, P, PB, RAS3, RAS4, R3, R4 and R5. The subject property is zoned R3P-2. The Zone Change to the (T)(Q)RAS4-2 Zone is consistent with the range of zones within the Regional Center Commercial land use designation.

Therefore, the project is consistent with the General Plan as reflected in the adopted Community Plan.

b. **Land Use Element.**

Wilshire Community Plan. The Community Plan text includes the following relevant land use objectives and policies:

Goal 2: Encourage strong and competitive commercial sectors which promote economic vitality and serve the needs of the Wilshire community through well-designed, safe and accessible areas, while preserving historic and cultural character.

Objective 2-1: Preserve and strengthen viable commercial development and provide additional opportunities for new commercial development and services within existing commercial areas.

Policy 2-1.2: Protect existing and planned commercially zoned areas, especially in Regional Commercial Centers, from encroachment by standalone residential development by adhering to the community plan land use designations.

Objective 2-2: Promote distinctive commercial districts and pedestrian-oriented areas.

Policy 2-2.1: Encourage pedestrian-oriented design in designated areas and in new development.

Policy 2-2.3: Encourage the incorporation of retail, restaurant, and other neighborhood serving uses in the first floor street frontage of structures, including mixed use projects located in Neighborhood Districts

The Zone Change to the (T)(Q)RAS4-2 Zone preserves and strengthens the existing commercial development and provides additional opportunities for new commercial development and services within the surrounding area by allowing for the construction of a new 110-room hotel which will accommodate and attract visitors and tourists to the area. The mixed use project with short-term, overnight

accommodations and a ground floor restaurant will enhance and promote the pedestrian experience along Harvard Boulevard, connecting the residential neighborhood south of 7th Street with the commercial uses along Wilshire Boulevard. Therefore, the project is consistent with the Wilshire Community Plan.

- c. The **Framework Element** for the General Plan (Framework Element) 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, transportation, infrastructure, and public services. The Framework Element includes the following goals, objectives and policies relevant to the instant request:

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 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram.

Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.

Policy 3.2.2: Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.

Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.

Policy 3.2.4: Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential

neighborhoods and enhance the character of commercial and industrial districts

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.

Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

The proposed Zone Change to the (T)(Q)RAS4-2 Zone allows for the development of a mixed-use project with short-term, commercial overnight accommodations and a ground floor restaurant, thereby contributing toward and facilitating the City's long-term economic viability and vision for a more liveable city.

The Zone Change is proper in relation to the project's location within a Regional Center and with its proximity to a major boulevard (Wilshire Boulevard) and to rail and bus services (Wilshire/Normandie Purple Line Metro Station and Metro Rapids 720). The proposed Zone Change would allow for more intense, mixed-use development of the subject property, while reducing vehicular trips to and from the project, vehicle miles traveled, and air pollution.

Additionally, the project's location on an existing, under-utilized, commercially and residentially zoned property enables the city to conserve nearby existing stable residential neighborhoods and lower-intensity commercial districts by allowing controlled growth away from such neighborhoods and districts.

Therefore, the Zone Change to the (T)(Q)RAS4-2 Zone is consistent with the Distribution of Land Use goals, objectives and policies of the General Plan Framework Element.

Goal 3F: Mixed-use centers that provide jobs, entertainment, culture, and serve the region.

Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.

Policy 3.10.1: Accommodate land uses that serve a regional market in areas designated as "Regional Center". Retail uses and services that support and are integrated with the primary uses shall be permitted. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.

The proposed Zone Change to (T)(Q)RAS4-2 would allow for the development of a mixed-use project that provides 110 guest rooms and a ground floor restaurant, all

within ¼-mile of existing regional transit services (Wilshire/Normandie Purple Line Metro Station and Metro Rapids 720). The project will attract visitors and tourist to the area and, along with the ground floor restaurant, will enhance the urban environment.

Therefore, the Zone Change is consistent with the Regional Center goals, objectives and policies of the General Plan Framework Element.

Goal 5A: A liveable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.

Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.

Policy 5.2.2: Encourage the development of centers, districts, and selected corridor/boulevard nodes such that the land uses, scale, and built form allowed and/or encouraged within these areas allow them to function as centers and support transit use, both in daytime and nighttime. Additionally, develop these areas so that they are compatible with surrounding neighborhoods.

Policy 5.2.3: Encourage the development of housing surrounding or adjacent to centers and along designated corridors, at sufficient densities to support the centers, corridors, and the transit system.

The Zone Change to the (T)(Q)RAS4-2 Zone allows for the development of a new 100-room hotel with a ground floor restaurant within a Regional Center and within ¼-mile of existing regional transit services (Wilshire/Normandie Purple Line Metro Station and Metro Rapids 720). The hotel will attract future investment by offering short-term, overnight accommodations to visitors and tourists in the area. The ground floor restaurant will encourage more nighttime activity and will enhance and promote the pedestrian experience along Harvard Boulevard, connecting the residential neighborhood south of 7th Street with the commercial uses along Wilshire Boulevard. Therefore, the Zone Change is consistent with the Urban Form and Neighborhood Design goals, objectives and policies of the General Plan Framework Element.

- d. The **Mobility Element** of the General Plan (Mobility Plan 2035) is not likely to be affected by the recommended action herein. Harvard Boulevard, abutting the property to the east, is a Collector Street, dedicated to a variable width of between 60 and 62 feet and improved with asphalt roadway and concrete curb, gutter and sidewalk. A 3-foot dedication is required to complete a 32-foot wide half right-of-way in accordance with Collector Street standards of Mobility Plan 2035.

The project meets the following goals and objectives of Mobility Plan 2035:

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

The project's design, including ground floor restaurant, will encourage daytime and nighttime pedestrian activity within a highly active commercial district through pedestrian-friendly design. Furthermore, the project is required to provide a 3-foot dedication in order to achieve the 32-foot half right-of-way in accordance with the Collector Street standards of Mobility Plan 2035.

The loading area is located entirely on the subject property.

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

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 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.

Policy 3.5: Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.

Policy 3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.

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

The project's proximity to existing regional transit services (within ¼-mile of the Wilshire/Normandie Purple Line Metro Station and Metro Rapid 720 bus stop) will reduce vehicular trips to and from the project, vehicle miles traveled, and will contribute to the improvement of air quality. The adjacency of the regional transit services along with the creation of 110 hotel rooms and a 1,840 square-foot ground floor restaurant ties the proposed project into a regional network of transit and housing.

The project will provide a minimum of 10 bicycle parking spaces, including five (5) short-term and five (5) long-term spaces, in accordance with the Los Angeles Municipal Code. A separate bicycle room is located on the at-grade parking level for long-term bicycle parking. Short-term bicycle parking is located toward entrance of the lobby area.

Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

As conditioned, a minimum of 20% of all new parking spaces will be installed as electronic vehicle-ready.

Therefore, the Zone Change to the (T)(Q)RAS4-2 Zone is consistent with Mobility Plan 2035 goals, objectives and policies of the General Plan.

- e. The **Sewerage Facilities Element** of the General Plan will not be affected by the recommended action. While the sewer system might be 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.

Zone Change Findings

2. Pursuant to Section 12.32-C of the Municipal Code, the zone change is in conformance with the public necessity, convenience, general welfare and good zoning practice.

- a. Public Necessity: In 2013, the Chief Legislative Analyst reported (Council File No. 13-0991) that Los Angeles Tourism and Convention Board (LATCB) sought to increase tourist visits from 42.2 million in 2013 to more than 50 million annual visitors by 2020, but that the City of Los Angeles incurred “a significant lack of hotel development in the City, with Los Angeles producing rates on average of only .7% per year for the last 25 years, compared to the national average of 1.4%.”. Granting the Zone Change to the (T)(Q)RAS4-2 Zone would allow the construction of a 110-room hotel on an under-utilized site, thereby increasing the number of hotels room in the City and in support of increased tourism for the City, consistent with the goals of the Los Angeles Tourism and Convention Board. As such, the requested zone change will result in a hotel project that conforms with the public necessity, convenience, general welfare, and good zoning practices.
- b. Convenience: Wilshire is one of the City’s most developed communities with large amount of existing and planned commercial office space. Wilshire is also one of the most transit-rich areas within the City, serviced by the Los Angeles County Metropolitan Transportation Authority bus system, the Metro Purple Line and the City of Los Angeles Department of Transportation DASH service. Two (2) Metro Purple Line stations, at Wilshire Boulevard and Normandie Avenue and at Wilshire Boulevard and Western Avenue, and local and regional bus lines along Wilshire Boulevard are all approximately one half mile from the project site. Granting the Zone and Height District Change to the (T)(Q)RAS4-2 Zone would allow the employees and guests of the hotel and restaurant patrons access and convenience to a variety of modes of transportation.
- c. General Welfare: The Framework Element defines Regional Centers as areas intended to provide a significant number of jobs and many non-work destinations and function safely during both day and nighttime hours. The proposed 110-room hotel and restaurant will provide a significant number of jobs within approximately one half mile of a variety of modes of public transit and the project will improve pedestrian safety, comfort, and well-being along the street during evening hours.
- d. Good Zoning Practices: Granting the Zone Change to the (T)(Q)RAS4-2 Zone would allow the redevelopment of an under-utilized site within a Regional Center. Regional Centers are intended to contain a diversity of uses such as corporate and professional offices, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting service and the development of sites and structures integrating housing with commercial uses is encouraged. The proposed 110-room hotel will provide short-term, overnight accommodations for visitors and tourists to the corporate and professional offices as well as entertainment and cultural

facilities in the Wilshire area and the proposed restaurant will further support workers, residents and visitors to the Wilshire area with additional dining options.

Section 12.24 of the L.A.M.C. Findings (Alcohol and Hotel)

- 3. 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, 110-room hotel with a 1,840 square-foot ground floor restaurant. The project consists of a total of 64,763 square feet of floor area with a maximum height of 84 feet, six (6) inches (84'-6"). The project includes 80 automobile parking spaces within one (1) at-grade and two (2) subterranean parking levels.

The subject property is a flat, rectangular, 14,877 square-foot interior lot with a 110-foot frontage along Harvard Boulevard with a depth of 135 feet. The property is currently improved with a surface parking lot which will be removed as part of the project.

The property is located within the Wilshire Community Plan and approximately 380 feet south of Wilshire Boulevard. The Metro Purple Line subway station and Metro Rapid 720 bus stop at Wilshire Boulevard and Normandie Avenue are approximately one-quarter mile to the east of the project site.

Alcohol

The applicant is seeking a Conditional Use to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption in conjunction with a 1,840 square-foot restaurant. The maximum number of seats proposed for the restaurant would be 59 seats, with no outdoor seating provided. The hours of the sale of alcohol would be from 7:00 a.m. to 2:00 a.m., daily, consistent with the hours permitted by the California Department of Alcohol and Beverage (ABC).

The primary use of the restaurant will be the sale of food. Alcohol sales will be secondary to the restaurant's main menu offerings. The grant herein does not permit in-room mini bars/portable bars.

The authorization to sell alcohol in conjunction with the proposed restaurant will complement the proposed hotel as well as support the surrounding community by providing a service that is beneficial to employees, visitors and local residents.

Hotel

The applicant is seeking a Conditional Use to allow the construction, use and maintenance of a 110-room hotel within 500 feet of an R-zoned property. The proposed 110-room hotel will attract future investment by offering short-term, overnight accommodations for visitors and tourists to the corporate and professional offices in the Wilshire area, and consistent with the property's Regional Center Commercial land use designation. The hotel's proximity to downtown and Hollywood along with local and regional transit services will minimize the dependence of hotel guests on the automobile which will reduce roadway congestion.

Therefore, the hotel will perform a function and provide a service that is essential and beneficial to the community, city, and the region as a whole.

4. **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 proposed project is the construction, use and maintenance of a seven-story, 110-room hotel with a 1,840 square-foot ground floor restaurant. The project is a total of 64,763 square feet of floor area with a maximum height of 84 feet, six (6) inches (84'-6"). The project includes 80 automobile parking spaces within one (1) at-grade and two (2) subterranean parking levels. The site is currently improved with a surface parking lot which will be removed as part of the project.

Properties surrounding the subject site are designated for High Medium Residential and Regional Center Commercial land uses, and are zoned R3P, PB, R3, R4, (T)(Q)C2, C2, (T)(Q)C4, (Q)C4 and C4, and are primarily developed with multi-story, multi-family dwellings and commercial buildings, surface parking lots and parking structures.

Other notable developments in the surrounding area include the following:

Address	No. of Stories	FAR
3600-3624 Wilshire Boulevard	21	8.1:1
3650-3660 Wilshire Boulevard	12	7.4:1
3576-3580 Wilshire Boulevard	18	19:1
3550-3564 Wilshire Boulevard	18	17:1
3640-42 Wilshire Boulevard (667-75 Harvard Boulevard)*	7	3.7:1
699 Harvard Boulevard, 694 Hobart Boulevard, 3531 -3533 7 th Street**	16 and 21	8.5:1

* currently under construction

** approved

Alcohol

The applicant is seeking a Conditional Use to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption in conjunction with a proposed restaurant. The proposed restaurant would be limited to 1,840 square feet with a maximum of 59 seats. No outdoor seating is proposed.

The hours of the sale of alcohol would be from 7:00 a.m. to 2:00 a.m., daily, consistent with the hours permitted by the California Department of Alcohol and Beverage (ABC). No dancing or entertainment has been proposed, and none has been approved.

Therefore, the proposed restaurant, including its hours of operation, will be compatible with the surrounding urban environment and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

Hotel

The applicant is seeking a Conditional Use to allow the construction, use and maintenance of a 110-room hotel within 500 feet of an R-zoned property. As indicated above, the surround neighborhood include numerous building which are similar to or much larger than the proposed hotel building. The hotel's proximity to downtown and Hollywood along with

local and regional transit services will minimize the dependence of hotel guests on the automobile which will reduce roadway congestion.

Therefore, the proposed hotel, including its size, will be compatible with the surrounding urban environment and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

5. The project substantially conforms with the purpose, intent and provisions of the General Plan, the 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 Los Angeles Municipal Code. Except for those entitlements described herein, the project does not propose to deviate from any of the requirements of the Los Angeles Municipal Code.

The Land Use Element of the City's General Plan divides the City into 35 Community Plans. The subject property is located within the Wilshire Community Plan which designates the property for Regional Center Commercial land uses with corresponding zones of CR, C1.5, C2, C4, P, PB, RAS3, RAS4, R3, R4 and R5. The subject property is zoned R3P-2. The applicant has requested a Zone Change to RAS4-2 for the entire property, which is consistent with the range of zones associated with the land use designation of the site.

The Community Plan text is silent with regards to the sale of alcohol, nevertheless, as discussed in Finding No. 1, the project is consistent with many of the goals and objectives of the General Plan and the Wilshire Community Plan. The project is not located within any Specific Plan.

With regards to hotels, the Community Plan characterizes the Wilshire Center Regional Commercial Center as an area with "a dense collection of high rise office buildings, large hotels, regional shopping complexes, churches, entertainment centers, and both high-rise and low-rise apartment buildings. Nevertheless, while the Community Plan text is otherwise silent with regards to hotels, as discussed in Finding No. 1, the project is consistent with many of the goals and objectives of the General Plan and the Wilshire Community Plan. The project is not located within any Specific Plan.

Therefore, the project is in substantial conformance with the purpose, intent and provisions of the General Plan and the applicable community plan.

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

The subject is planned for Regional Center Commercial land use with the corresponding zones of CR, C1.5, C2, C4, P, PB, RAS3, RAS4, R3, R4 and R5. The subject property is zoned R3P-2. The applicant has requested a Zone Change to RAS4-2 for the entire property. Restaurants are allowed by right in the RAS4-2 Zone if located at the ground floor. The sale of a full line of alcohol in the restaurant will be incidental to the sale of food. The requested entitlement is generally conditioned to reflect the mode of operation stated in the application for a restaurant which will be compatible with the welfare of the community.

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. Other conditions imposed will maintain the order and ensure cleanliness of the restaurant and its

surroundings. Therefore, the granting the sale of alcohol will not adversely affect the welfare of the pertinent community.

7. **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 applicant is requesting a Conditional Use to allow for the sale and distribution of a full line of alcoholic beverages within one 1,840 square-foot restaurant having 59 seats, located at the ground floor, within the proposed hotel.

According to the State of California Department of Alcoholic Beverage Control (ABC) licensing criteria, 2 on-sale and 1 off-sale licenses are allocated to subject Census Tract No. 2125.02. There are currently 19 on-site and 3 off-site licenses in this census tract which includes:

- (3) Type 21 Off Sale General
- (11) Type 41 On Sale Beer & Wine - Eating Place
- (1) Type 42 On Sale Beer & Wine - Public Premise
- (7) Type 47 On Sale General - Eating Place

According to statistics provided by the Los Angeles Police Department, within Crime Reporting District No. 2033, which has jurisdiction over the subject property, a total of 349 crimes and arrests were reported in 2015, compared to the citywide average of 181 and the high crimes and arrests reporting district average of 217 crimes for the same period.

In 2015, there were 8 Narcotics, 4 Liquor Law, 13 Public Drunkenness, 1 Disturbing the Peace, 0 Disorderly Conduct, and 2416 DWI related arrests. These numbers do not reflect the total number of arrests in the subject reporting district over the accountable year. Arrests for this calendar year may reflect crimes reported in previous years.

Over concentration can be undue when the addition of a license will negatively impact a neighborhood. Over concentration is not undue when the approval of a license does not negatively impact an area, but rather such a license benefits the public welfare and convenience. While the site is located in a census tract where the number of existing ABC licenses exceeds ABC guidelines and within a reporting district where the crime rate is higher than the citywide average, no evidence was submitted for the record by the LAPD or adjacent residents indicating or suggesting any link between the subject site and the neighborhood's crime rate. Furthermore, given the size of the proposed restaurant and its association with the proposed hotel, the sale and consumption of alcohol is not expected in add to the existing crime levels in the area. No Revocation proceedings have been initiated within the City of Los Angeles and suspensions of alcohol licenses have occurred within the census tract in recent years.

8. **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.**

A multi-family residential neighborhood is located approximately 300 feet to the south of the subject property and numerous sensitive uses, such as churches, synagogue and school exist within the surrounding neighborhood. While the proposed project is located in proximity to these sensitive uses, the site does not have direct access to these uses. These uses are located a substantial distance from the site and will not be directly affected by activities on the site.

Nevertheless, included in this grant are a number of general conditions that will act to minimize any impacts that might be generated by alcohol serving establishment. Furthermore, all mitigation measures identified in environmental clearance for the project have been incorporated as conditions of this grant. As conditioned, the proposed project is anticipated to not have a detrimental effect on any sensitive use in the area.

Site Plan Review Findings

9. **The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community 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 Los Angeles Municipal Code. Except for those entitlements described herein, the project does not propose to deviate from any of the requirements of the Los Angeles Municipal Code, with the exception of the limitations of Transitional Height.

The Land Use Element of the City's General Plan divides the City into 35 Community Plans. The Wilshire Community Plan designates the subject property for Regional Center Commercial land uses with corresponding zones of CR, C1.5, C2, C4, P, PB, RAS3, RAS4, R3, R4 and R5.

The Community Plan text is silent with regards to the sale of alcohol, nevertheless, as discussed in Finding No. 1, the project is consistent with many of the goals and objectives of the General Plan and the Wilshire Community Plan. The project is not located within any Specific Plan.

With regards to hotels, the Community Plan characterizes the Wilshire Center Regional Commercial Center as an area with "a dense collection of high rise office buildings, large hotels, regional shopping complexes, churches, entertainment centers, and both high-rise and low-rise apartment buildings. Nevertheless, while the Community Plan text is otherwise silent with regards to hotels, as discussed in Finding No. 1, the project is consistent with many of the goals and objectives of the General Plan and the Wilshire Community Plan. The project is not located within any Specific Plan.

Therefore, the project is in substantial conformance with the purpose, intent and provisions of the General Plan and the applicable community plan.

10. **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 is the construction, use and maintenance of a seven-story, 110-room hotel with a 1,840 square-foot ground floor restaurant. The project is a total of 64,763 square feet of floor area with a maximum height of 84 feet, six (6) inches (84'-6"). The project includes 80 automobile parking spaces within one (1) at-grade and two (2) subterranean parking levels.

The subject property is a flat, rectangular, 14,877 square-foot interior lot with a 110-foot frontage along Harvard Boulevard with a depth of 135 feet. The property is currently improved with a surface parking lot which will be removed as part of the project.

In addition to the 1,840 square-foot ground floor restaurant, the project provides approximately 11,000 square feet of common area on the second floor, including meeting rooms, a business center, a guest library, guest lounge and outdoor terrace. On the third floor the project includes a fitness room and a courtyard garden area.

The guest rooms primarily range in size between 291 and 392 square feet and include one (1) or two (2) beds. Five (5) guest rooms are 540 square feet and one (1) guest room is 1,096 square feet and includes two (2) bedrooms and a full kitchen.

The proposed project is required to provide a total of 65 automobile parking spaces. The project provides 80 automobile parking spaces within one (1) at-grade and on two (2) subterranean levels. The at-grade parking level includes the pick-up and drop-off area for guests and a total of eight (8) parking spaces - three (3) electric vehicle and five (5) handicap accessible spaces. The two (2) subterranean levels are fully automated. Access to the parking area is via a two-way driveway along Harvard Boulevard.

The proposed project is required to provide a total of 10 bicycle parking spaces, including five (5) short-term and five (5) long-term spaces. A separate bicycle room is located on the at-grade parking level for long-term bicycle parking. Short-term bicycle parking is located toward entrance of the lobby area.

The property is located within the Wilshire Community Plan and approximately 380 feet south of Wilshire Boulevard. The Metro Purple Line subway station and Metro Rapid 720 bus stop at Wilshire Boulevard and Normandie Avenue are approximately one-quarter mile to the east of the project site.

Properties surrounding the subject site are designated for High Medium Residential and Regional Center Commercial land uses, and are zoned R3P, PB, R3, R4, (T)(Q)C2, C2, (T)(Q)C4, (Q)C4 and C4, and are primarily developed with multi-story, multi-family dwellings and commercial buildings, surface parking lots and parking structures.

Other notable developments in the surrounding area include the following:

Address	No. of Stories	FAR
3600-3624 Wilshire Boulevard	21	8.1:1
3650-3660 Wilshire Boulevard	12	7.4:1
3576-3580 Wilshire Boulevard	18	19:1
3550-3564 Wilshire Boulevard	18	17:1
3640-42 Wilshire Boulevard (667-75 Harvard Boulevard)*	7	3.7:1
699 Harvard Boulevard, 694 Hobart Boulevard, 3531 -3533 7 th Street**	16 and 21	8.5:1

* currently under construction

** approved

Height, Bulk and Setbacks

The height and bulk of the proposed project, at seven (7) stories and 84 feet, six (6) inches (84'-6") tall, as well as its FAR of 4.4 to 1 (4.4:1), are consistent with numerous other buildings in the immediate vicinity, as indicated above. The project, with five-foot (5') front, rear and side yards is consistent with the minimum allowable yards in the RAS4 Zone. The project does not include any reduction in any of the yard requirements. For that matter, the project does not include any deviation from the development standards of the RAS4 Zone.

Therefore, the height, bulk and setbacks of the mixed-use building will be compatible with the existing and future developments in the neighborhood.

Off-Street Parking Facilities

The proposed project is required to provide a total of 65 automobile parking spaces. The project provides 80 automobile parking spaces within one (1) at-grade and on two (2) subterranean levels. The at-grade parking level includes the pick-up and drop-off area for guests and a total of eight (8) parking spaces - three (3) electric vehicle and five (5) handicap accessible spaces. The two (2) subterranean levels are fully automated. Access to the parking area is via a two-way driveway along Harvard Boulevard.

Therefore, the off-street parking facilities will be compatible with the existing and future developments in the neighborhood.

Loading Areas

The at-grade parking level includes the pick-up and drop-off area for guests and the loading area for commercial goods. The loading area is located entirely on the subject property. In addition, the project has been conditioned to provide all loading activities on the project site. Therefore, the loading area will be compatible with the existing and future developments in the neighborhood.

Lighting

Outdoor lighting for the proposed project has been conditioned to 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. Therefore, the lighting will be compatible with the existing and future developments in the neighborhood.

On-Site Landscaping

The proposed project is not required to provide any on-site landscaping, nevertheless, the project does include landscaping along the southern and western property lines as well as within the central courtyard garden area. The project proposes no other outdoor open space in which landscaping would otherwise be located.

The project will be required to provide street trees as in conformance with the standards of the Urban Forestry Division of the Board of Public Works. Therefore, the on-site landscaping will be compatible with the existing and future developments in the neighborhood.

Trash Collection

The project will include on-site trash collection for both refuse and recyclable materials, in conformance with the L.A.M.C. The trash collection is located at the ground level within the back of house area. Trash would be taken along the northern side yard to the street during pick-up.

The project has been conditioned to ensure that trash and recycling facilities will not be visible from the public right-of-way. Compliance with this condition will result in a project that is compatible with existing and future development.

Therefore, the 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 neighboring properties.

11. 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 hotel includes 104 guest rooms which range in size between 291 and 392 square feet and include one (1) or two (2) beds, five (5) guest rooms are 540 square feet and one (1) guest room is 1,096 square feet and includes two (2) bedrooms and a full kitchen. In addition to the 1,840 square-foot ground floor restaurant, the project provides approximately 11,000 square feet of common area on the second floor, including meeting rooms, a business center, a guest library, guest lounge and outdoor terrace. On the third floor the project includes a fitness room and a courtyard garden area. Although a Hotel is defined as a residential building per the L.A.M.C. Section 12.03, only residential projects containing dwelling units are required to provide open space pursuant to L.A.M.C. Section 12.21-G.

The proposed project provides landscaping at the ground floor and within the third floor courtyard garden. Additionally, as the project conforms to the required setbacks, impacts on neighboring properties will be minimized.

Therefore, as conditioned, the project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

Environmental Findings

12. **Environmental Finding.** On February 2, 2017, a Mitigated Negative Declaration (ENV-2016-3065-MND) was prepared for the proposed project. 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.
13. **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 Flood Zone X, areas determined to be outside the 0.2% annual chance floodplain. Currently, there are no flood zone compliance requirements for construction in these zones.

PUBLIC HEARING AND COMMUNICATIONS

A public hearing was conducted by the Hearing Officer on December 7, 2016, at 3:15 p.m., at City Hall in downtown Los Angeles. The hearing was attended by approximately five (5) people, including the applicant, the applicant's representatives and one (1) member of the public, a representative of UNITE HERE. No one spoke in opposition of the project and no letters of opposition were received.

1. Attendees

The hearing was attended by approximately five (5) people, including the applicant, the applicant's representatives and one (1) member of the public, a representative of UNITE HERE..

2. Testimony - Oral

- a. Bill Robinson, the applicant's representative, presented the project.

The project provides a new hotel within the Wilshire Community Plan Regional Center.

The project is near significant transit infrastructure and services.

The project provides ground and second floor commercial uses and will enhance the pedestrian experience along Harvard Boulevard.

- b. The representative from UNITE HERE expressed concern that the hotel project was characterized as a mixed-use project but was not providing residential uses. Also, that the RAS4 Zone does not permit commercial uses above the first floor.

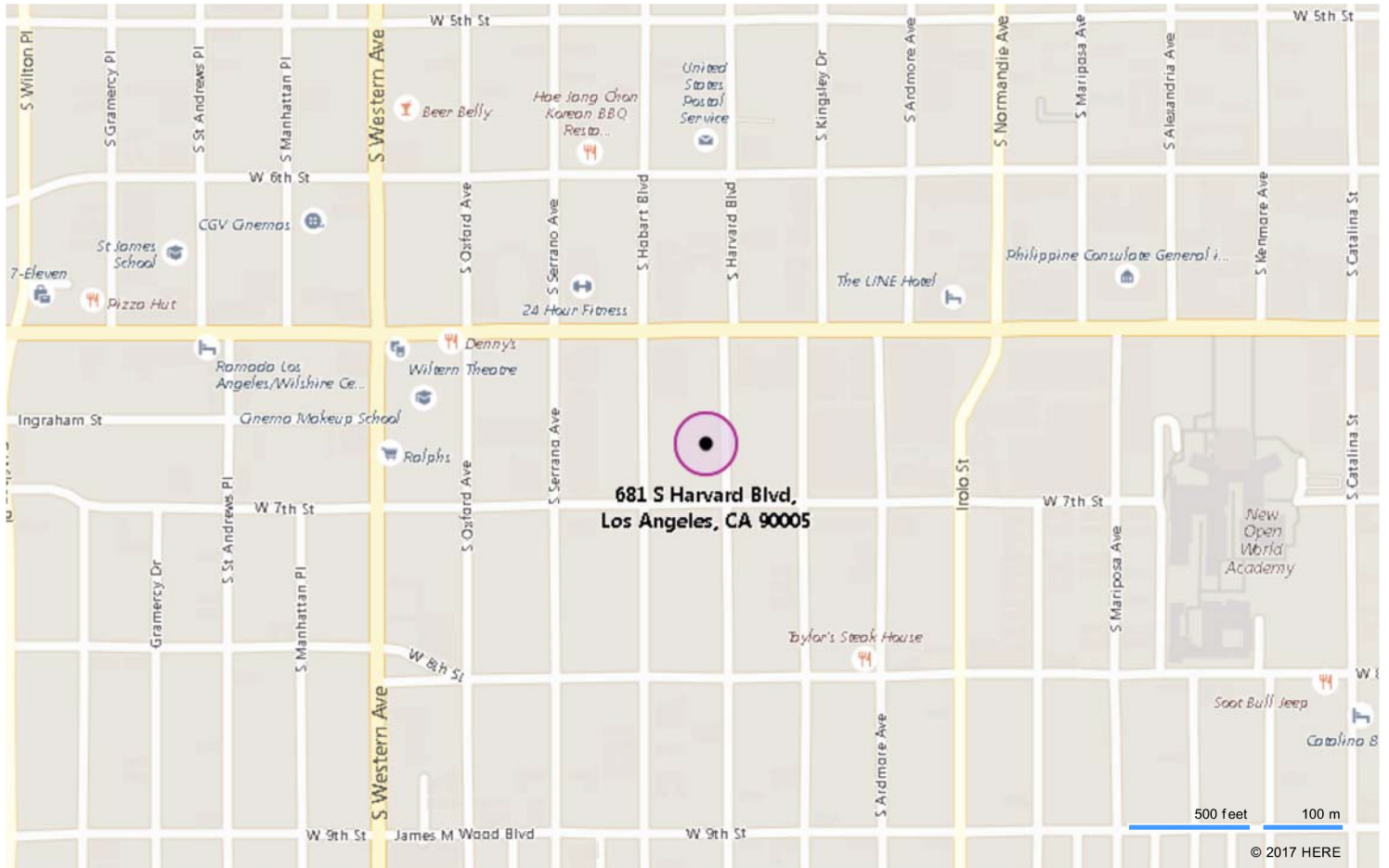
- c. No other speakers provided testimony.

3. Testimony - Written

- a. In a letter dated December 5, 2016, Abundant Housing LA stated support for the proposed project.

Map 1

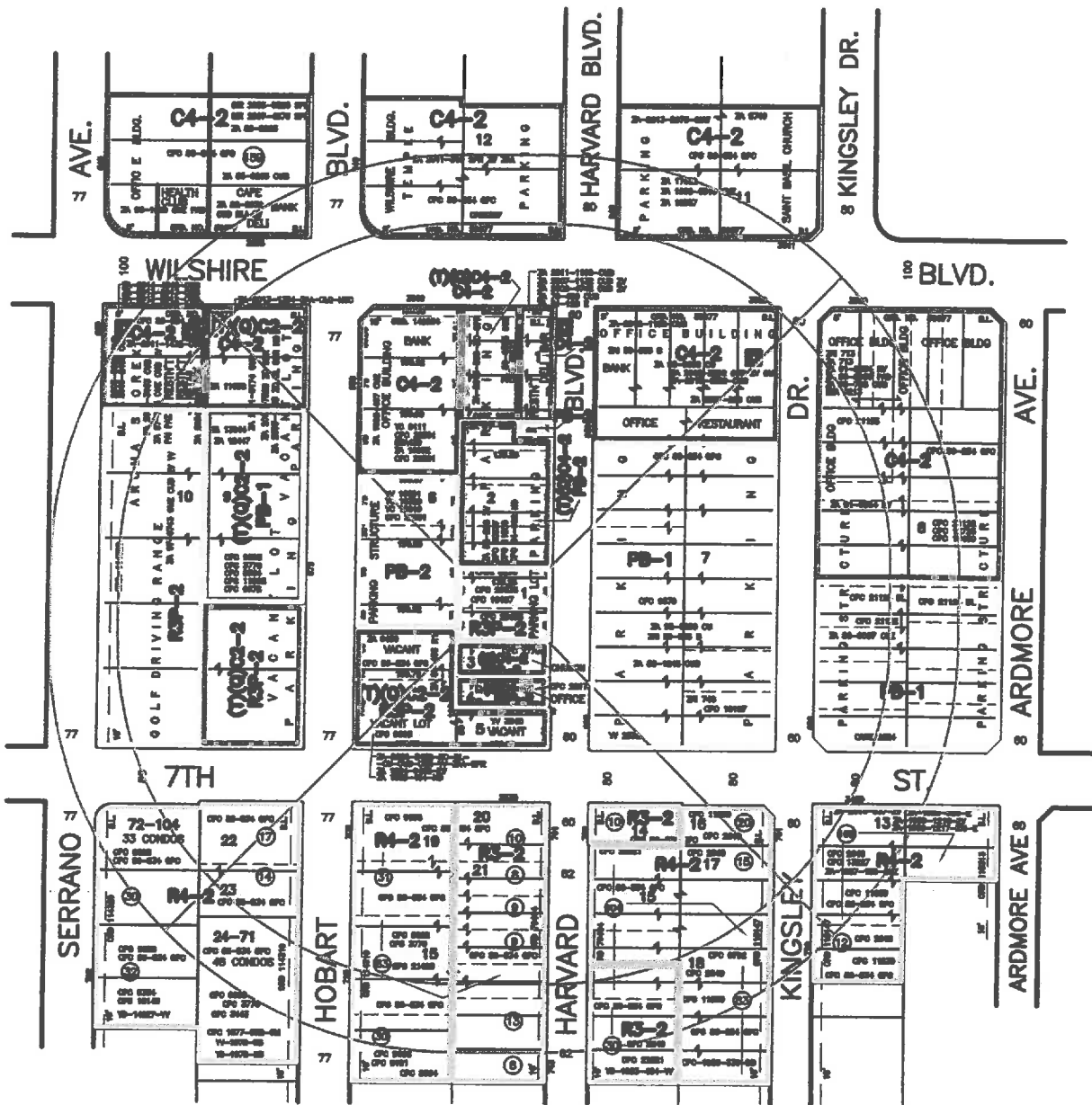
Vicinity Map



679-687 South Harvard Boulevard

Map 2

Radius Map



☐ ZONE CHANGE FROM R3P-2 TO RAS-2

LEGAL DESCRIPTION: SOUTHERN 15' OF LOT 8, LOT 9 AND THE NORTHERN 45' OF LOT 10 OF THE WILSHIRE HARVARD HEIGHTS TRACT M.B. 8-113 (SEE APPLICATION)

NOTE:

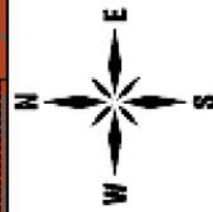
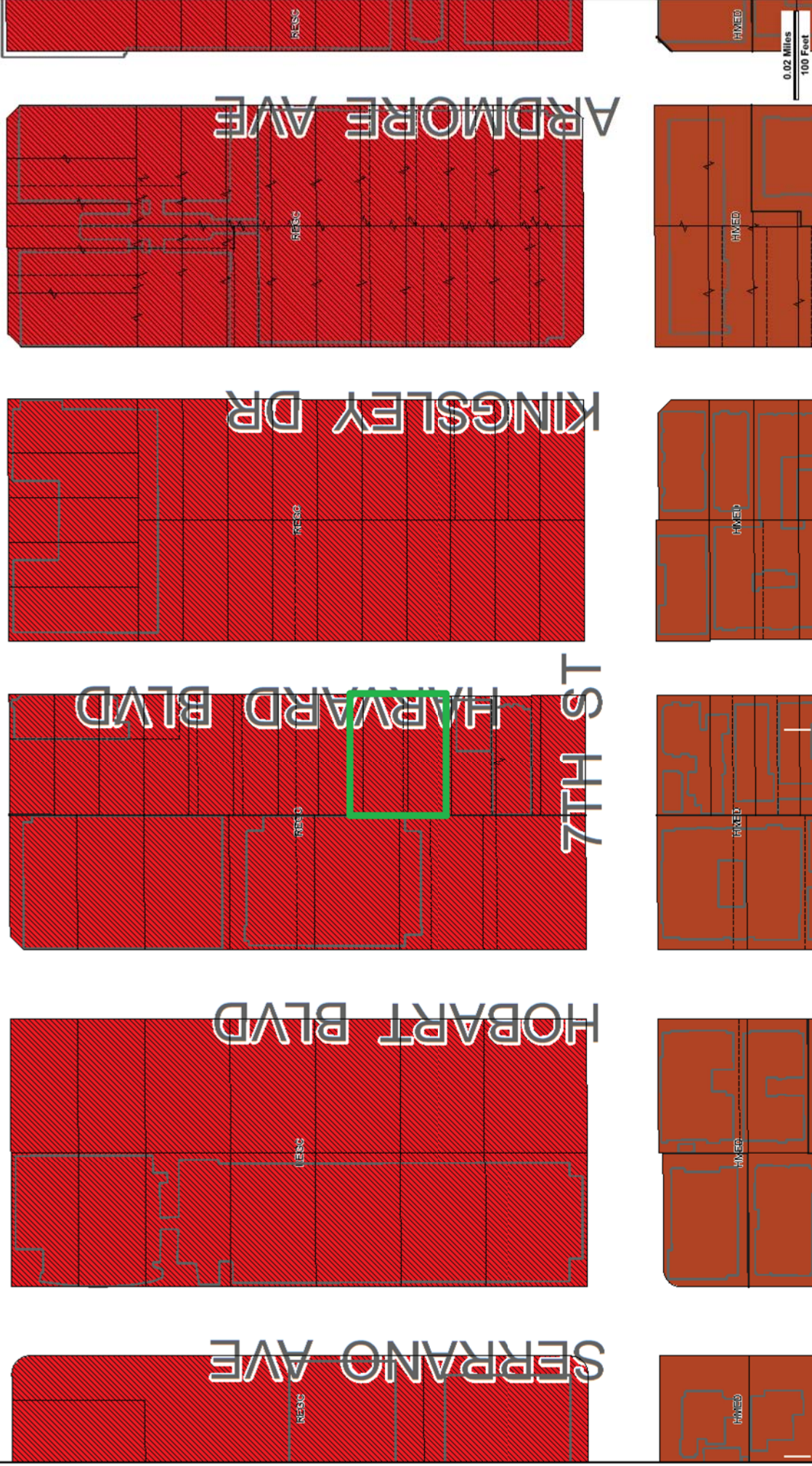
- ON-SITE CONSUMPTION OF FULL LINE ALCOHOLIC BEVERAGES
- ON-SITE CONSUMPTION OF BEER AND/OR WINE
- OFF-SITE CONSUMPTION OF FULL LINE ALCOHOLIC BEVERAGES
- OFF-SITE CONSUMPTION OF BEER AND/OR WINE

APN: 8083018019 NET ACRES 0.34 T.S. PAGE 633 GRID J-3 C.D. 18 C.T. 2125.02 P.A. WILSHIRE	ZONE CHANGE CONDITIONAL USE: ALCOHOLIC BEVERAGES BILL ROBINSON 3480 WILSHIRE BLVD. #1025 LOS ANGELES, CA 90010	CASE NO: DATE: 1/1/11 DRAWN BY: TWO LLC D.M. OR CAD: 1308183 1308183 SCALE: 1" = 100' USED: FIELD CONTACT: BILL ROBINSON PHONE NO: (213)908-6711
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Map 3

General Plan Map



Map 4

Existing

Zoning Map

02/24/2017

Generalized Zoning

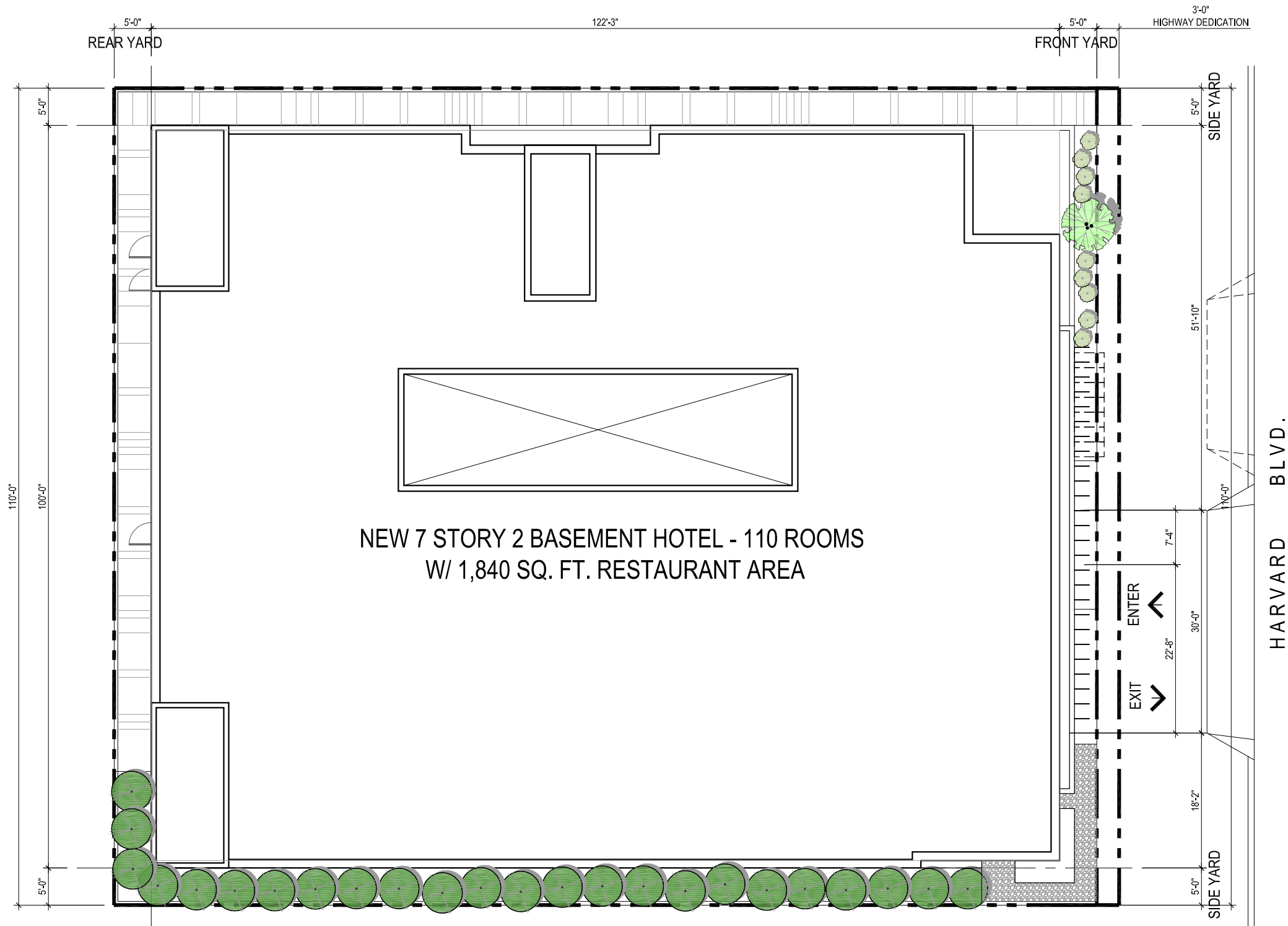
ZIMAS INTRANET



Map 5

Proposed Zoning Map





PROJECT ADDRESS: 679 - 687 S. HARVARD BLVD.
LOS ANGELES, CA 90005

ZONE: RAS4 (ZONE CHANGE FROM R3P-2)

GENERAL PLAN LAND USE: REGIONAL CENTER COMMERCIAL

LOT AREA: 14,877.4 SQ. FT. (BEFORE HIGHWAY DEDICATION)

HIGHWAY DEDICATION: 3' ON HARVARD BLVD.

LOT AREA AFTER 3' DEDICATION: 14,547.4 SQ. FT.

BUILDING USE: HOTEL (110 ROOMS)

DENSITY: NO LIMITATION - REGIONAL CENTER COMMERCIAL

BUILDING TYPE: TYPE III-A OVER TYPE I-A STRUCTURE
FULLY SPRINKLERED

BUILDING HEIGHT: 84'-6" (85' MAX.)

STORIES OF BUILDING: 7 STORIES, 2 BASEMENT

MAXIMUM FLOOR AREA: 73,350 SQ. FT. [12,225 (BUILDABLE AREA) X 6]
- REGIONAL CENTER COMMERCIAL

PROPOSED FLOOR AREA: 66,152 SQ. FT.

UNIT: SQ. FT.	HOTEL	COMMERCIAL	COMMON	PARKING	FAR EXCLUDED	TOTAL
P2			200	11,945	458	12,603
P1			200	11,732	670	12,602
1ST FLOOR		1,840	2,856	6,415	603	11,714
2ND FLOOR			11,117		535	11,652
3RD FLOOR	7,067		2,936		531	10,534
4TH FLOOR	8,037		1,947		531	10,515
5TH FLOOR	8,037		1,947		531	10,515
6TH FLOOR	8,037		1,947		531	10,515
7TH FLOOR	8,121		1,863		531	10,515
TOTAL	39,299	1,840	25,013	30,092	4,921	101,165

NUMBER OF ROOM: 110 ROOMS

PARKING REQUIRED: 65 STALLS

HOTEL ROOM: FIRST 30 GUESTROOMS - 1 PER SUIT
NEXT 30 GUESTROOMS - 0.5 PER SUIT
REMAINING GUESTROOMS - 1/3 PER SUIT
 $30 + 15 (30 / 2) + 20 (50 / 3) = 61.7$

RESTAURANT: $1,839.5 / 500$ (LOS ANGELES STATE ENTERPRISE ZONE) = 3.679

TOTAL: $61.7 + 3.679 = 65 (64.679)$ STALLS

PARKING PROVIDED 80 STALLS

ACCESSIBLE PARKING: 4 STALLS

STANDARD PARKING: 4 STALLS

MECHANICAL PARKING: 72 STALLS

BICYCLE PARKING REQUIREMENT

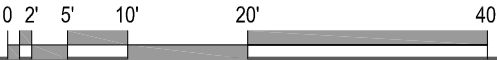
	HOTEL		RESTAURANT		TOTAL
LONG TERM	1 FOR 20 GUEST ROOM	6	1 FOR 2,000 SQ. FT.	1	7
SHORT TERM	1 FOR 20 GUEST ROOM	6	1 FOR 2,000 SQ. FT.	1	7

BICYCLE PARKING PROVIDED

LONG TERM BICYCLE PARKING: 7 SPACES PROVIDED

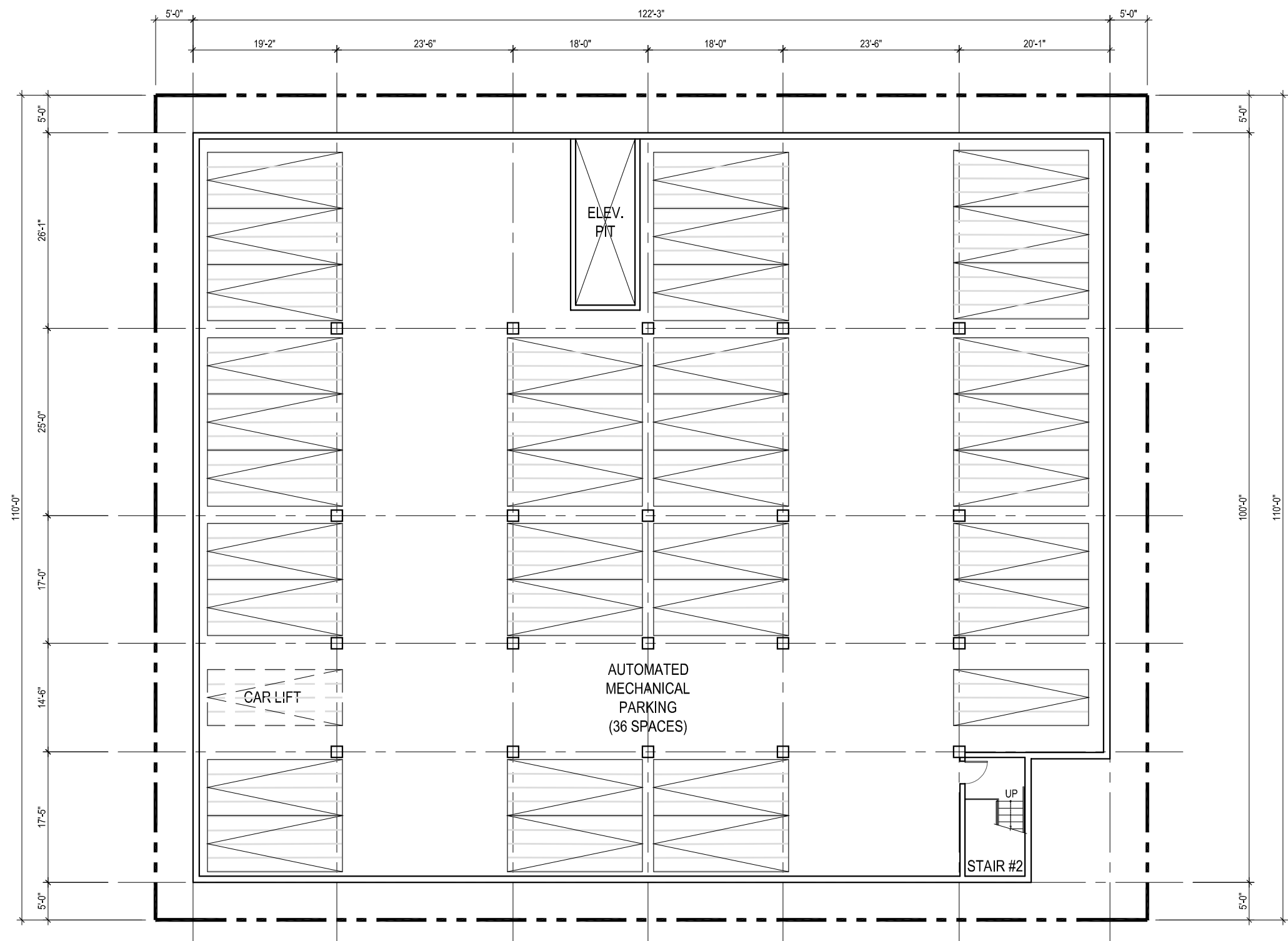
SHORT TERM BICYCLE PARKING: 7 SPACES PROVIDED

FEB. 24, 2017

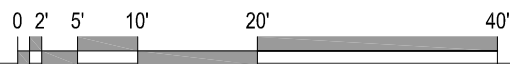


SITE PLAN
Scale: 1/16" = 1'-0"

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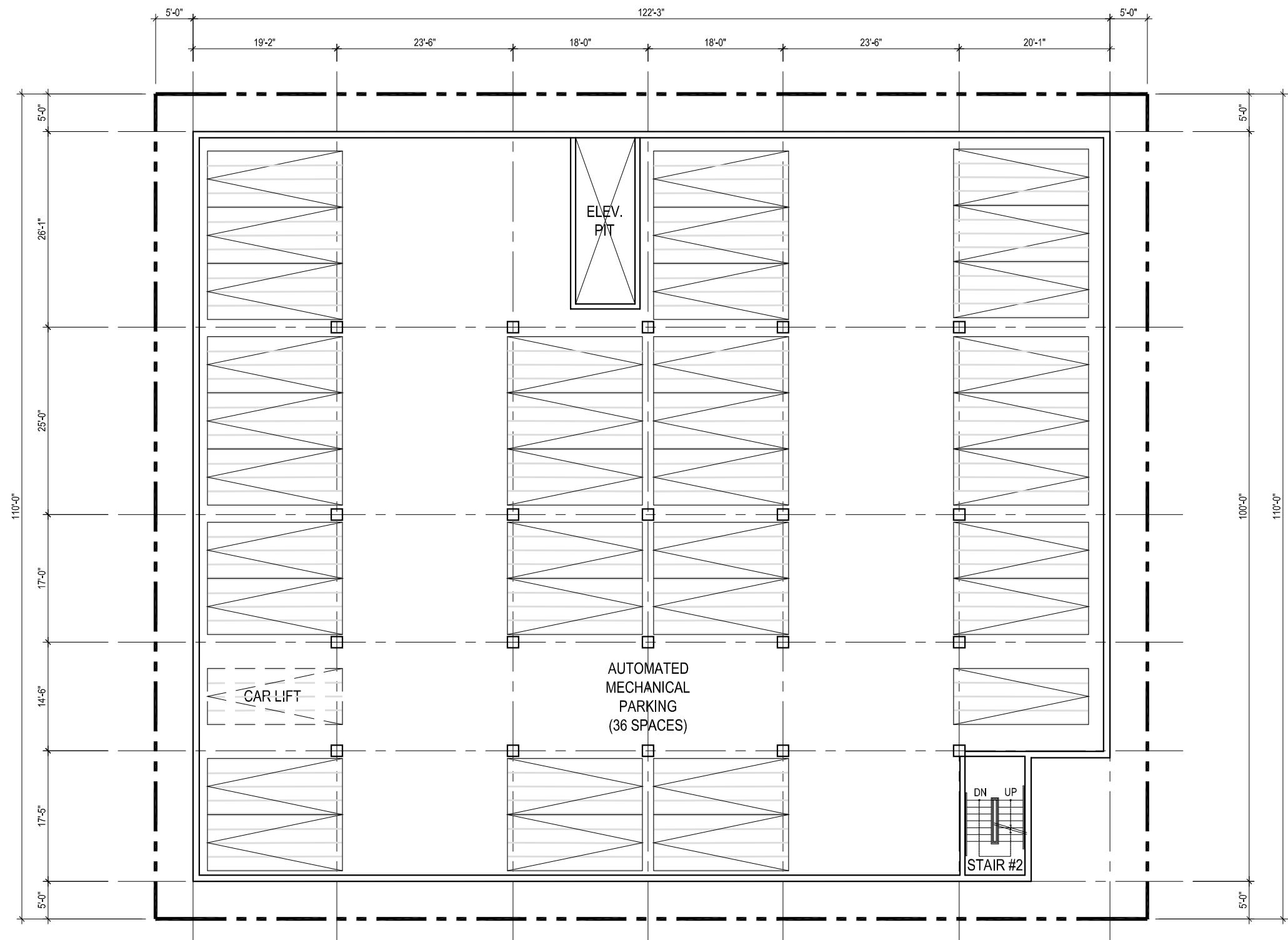


FEB. 24, 2017



PB2 - 2ND BASEMENT PLAN
Scale: 1/16" = 1'-0"

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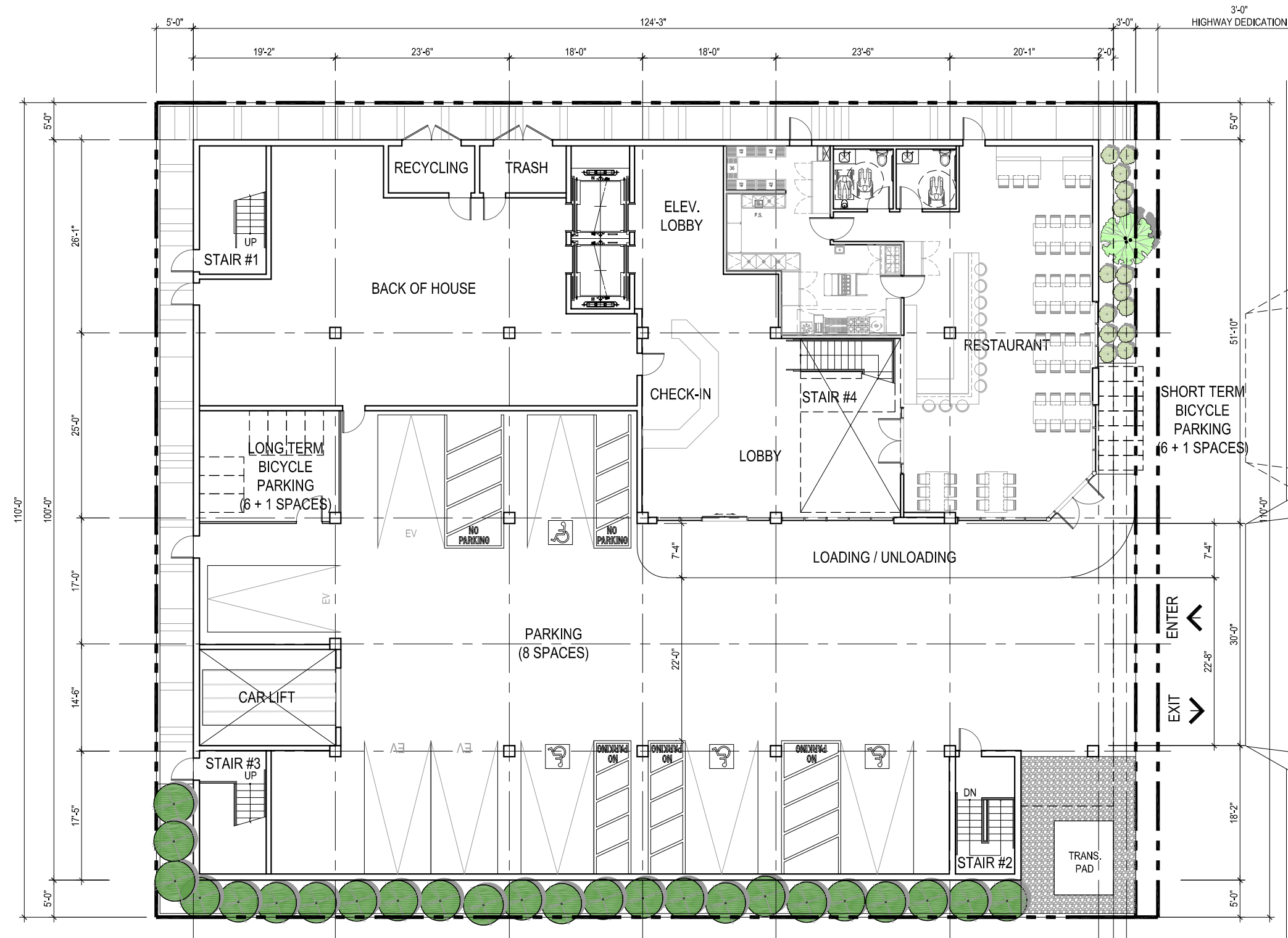


FEB. 24, 2017



PB1 - 1ST BASEMENT PLAN
Scale: 1/16" = 1'-0"

02

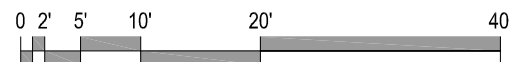
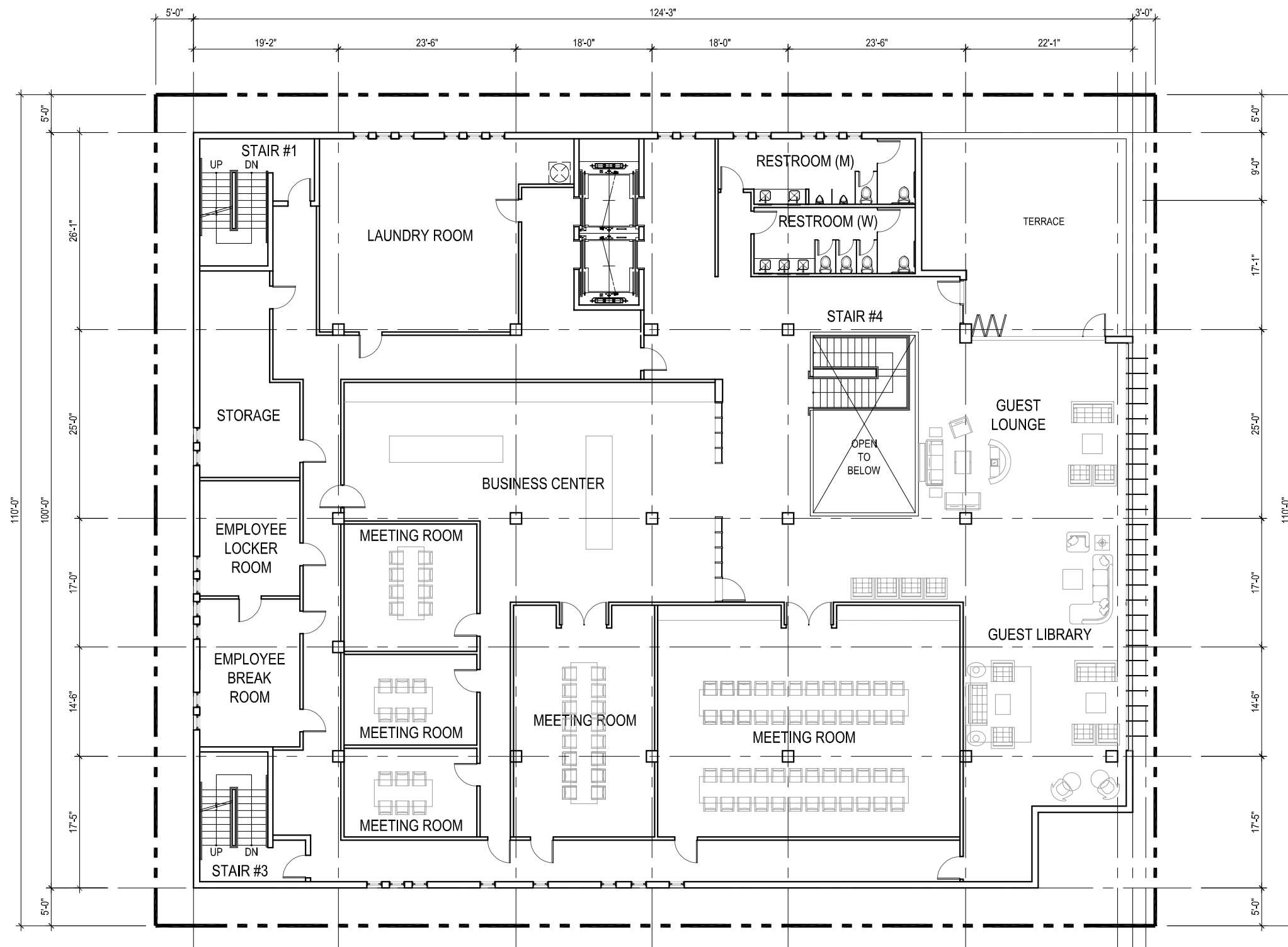


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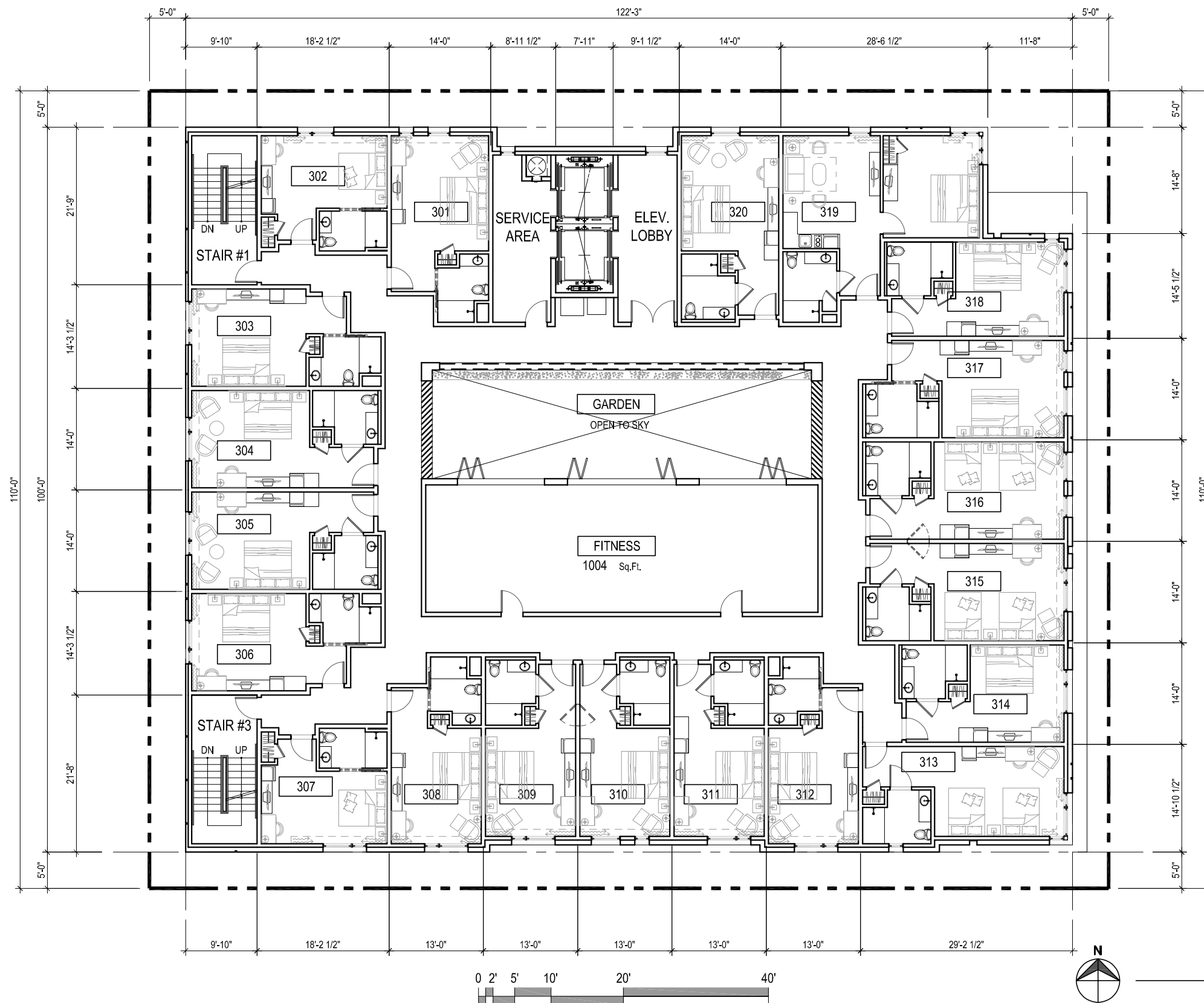
GROUND FLOOR PLAN
Scale: 1/16" = 1'-0"

03



2ND FLOOR PLAN
Scale: 1/16" = 1'-0"

FEB. 24, 2017

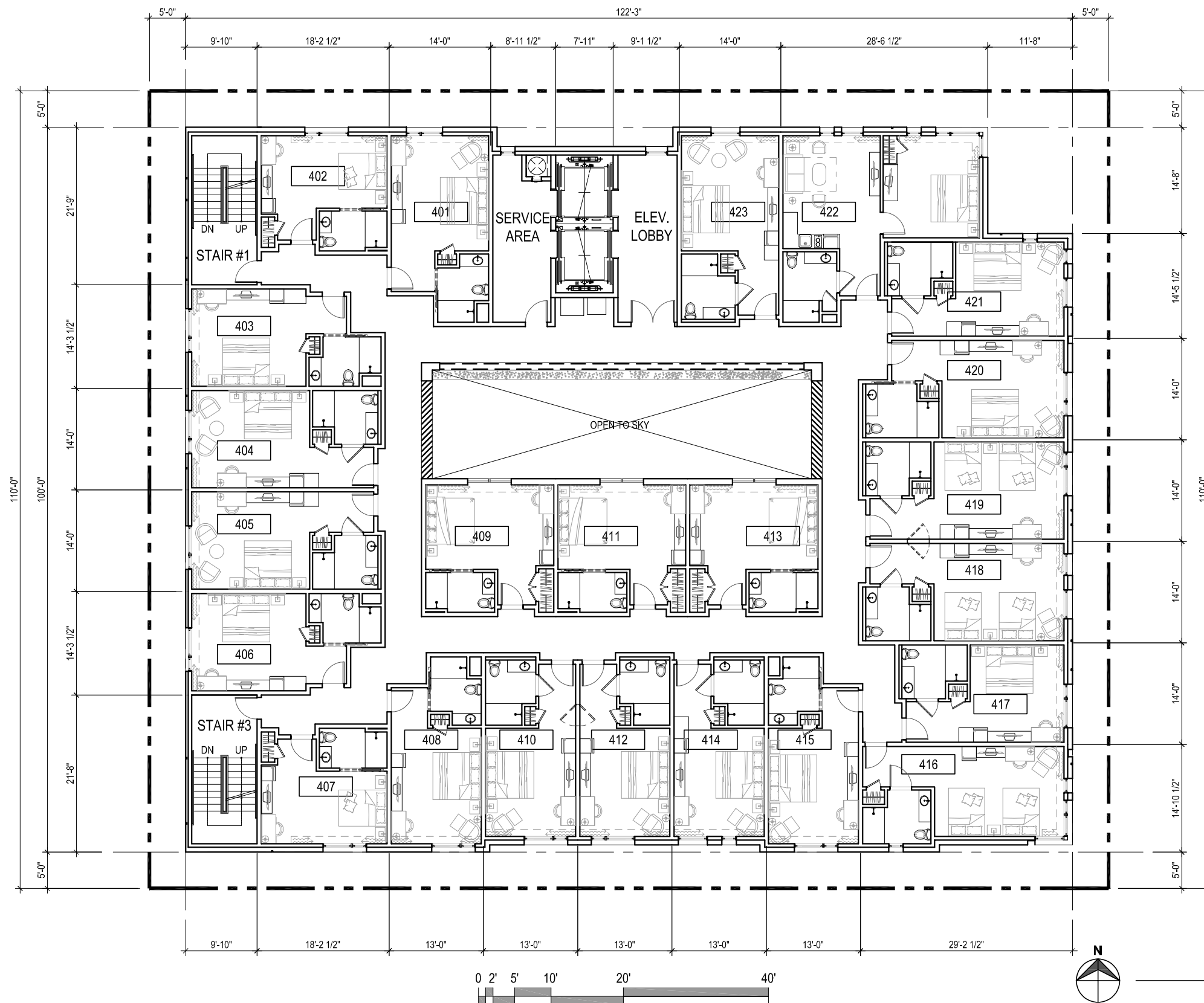


ROOM NO.	FLOOR AREA
301	343.5
302	291.4
303	344.3
304	367.6
305	367.6
306	344.3
307	291.4
308	321.9
309	324.1
310	324.4
311	324.1
312	322.9
313	386.1
314	321.0
315	392.4
316	391.0
317	373.8
318	333.0
319	540.3
320	362.2

FEB. 24, 2017

3RD FLOOR PLAN
Scale: 1/16" = 1'-0"

05

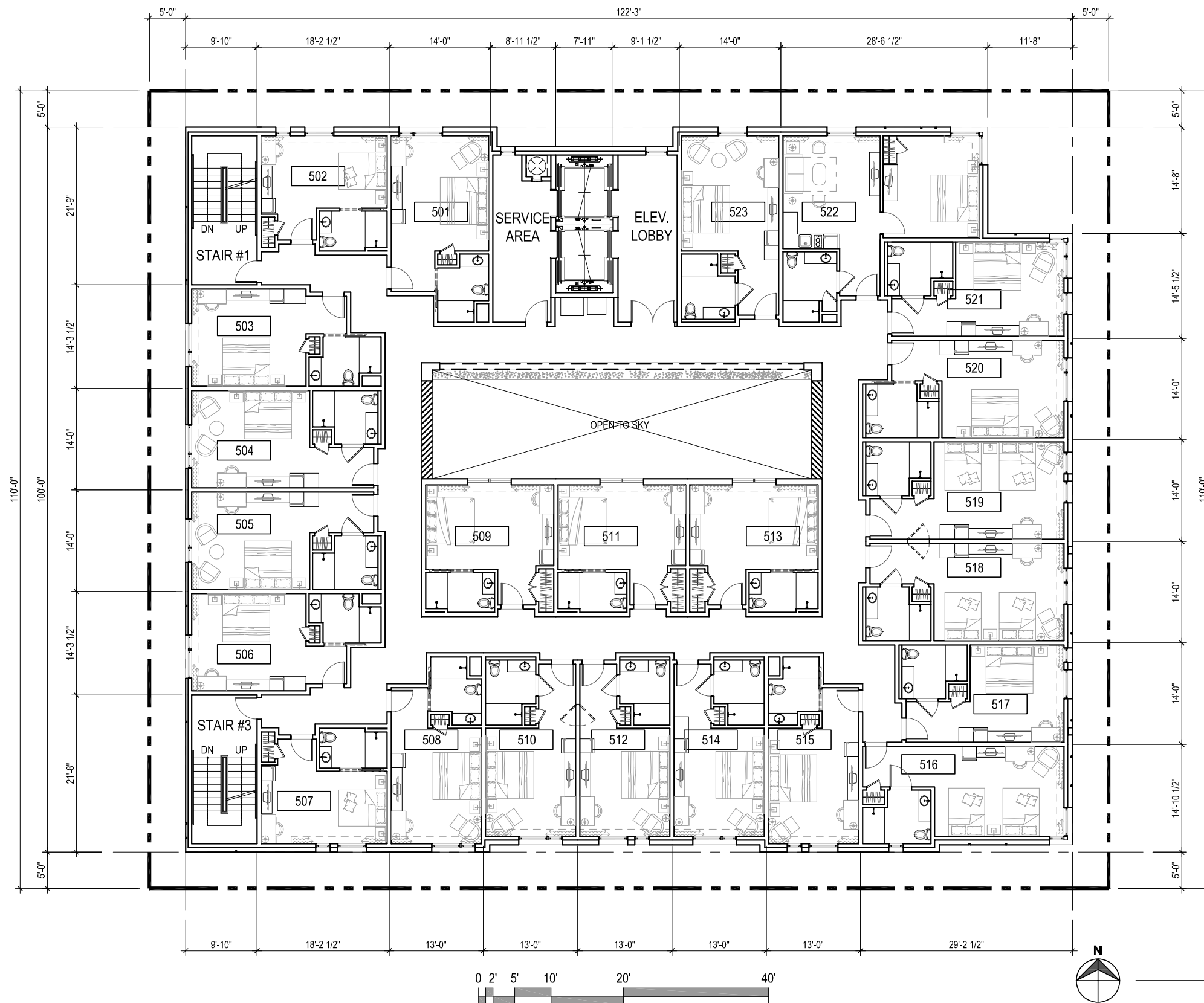


ROOM NO.	FLOOR AREA
401	343.5
402	291.4
403	344.3
404	367.6
405	367.6
406	344.3
407	291.4
408	321.9
409	331.8
410	324.1
411	325.0
412	324.4
413	331.8
414	324.1
415	322.9
416	367.7
417	321.0
418	392.4
419	391.0
420	373.8
421	333.0
422	540.3
423	362.2

FEB. 24, 2017

4TH FLOOR PLAN
Scale: 1/16" = 1'-0"

06



ROOM NO.	FLOOR AREA
501	343.5
502	291.4
503	344.3
504	367.6
505	367.6
506	344.3
507	291.4
508	321.9
509	331.8
510	324.1
511	325.0
512	324.4
513	331.8
514	324.1
515	322.9
516	367.7
517	321.0
518	392.4
519	391.0
520	373.8
521	333.0
522	540.3
523	362.2

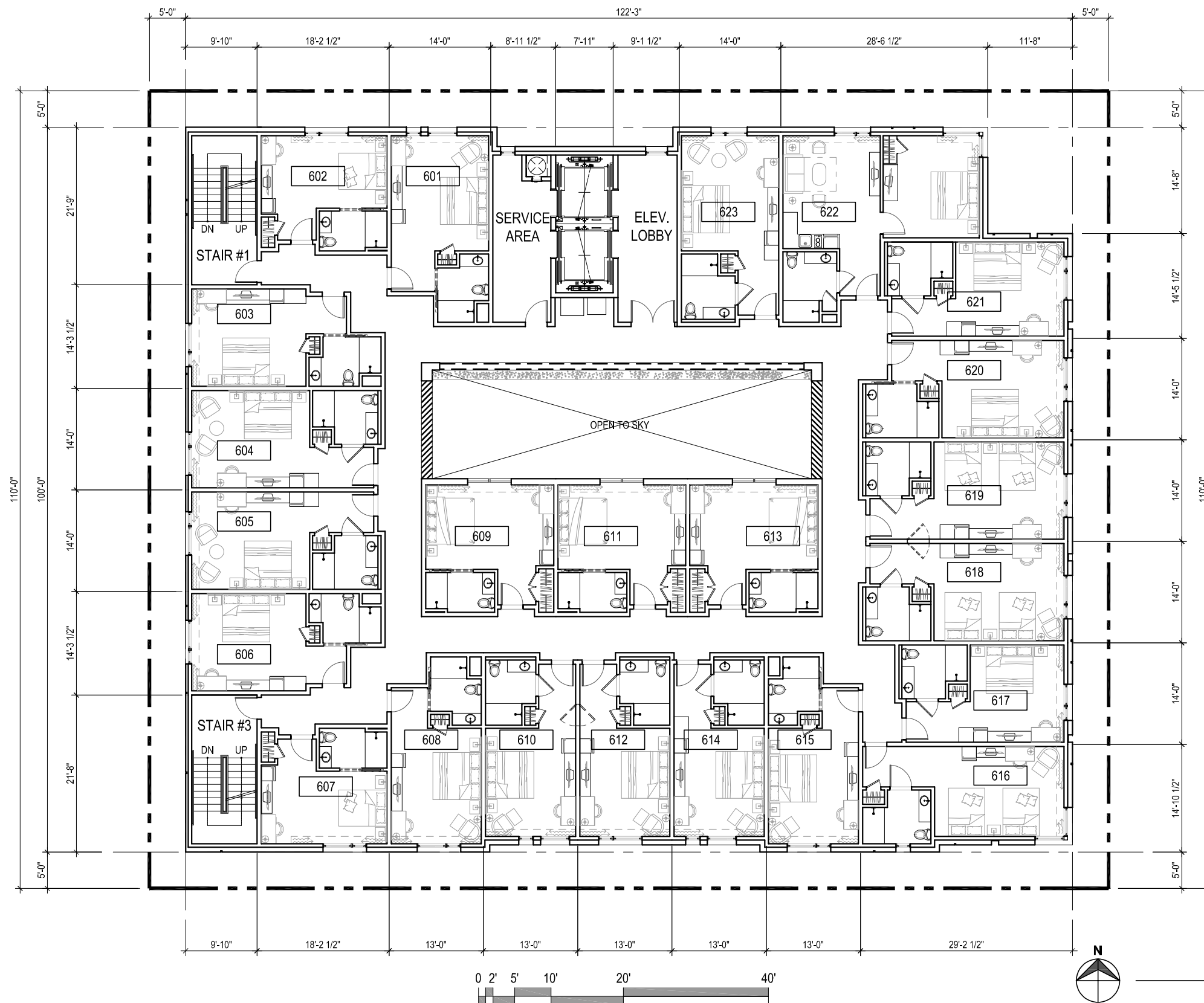
FEB. 24, 2017

HARVARD HOTEL
679 S HARVARD BLVD

5TH FLOOR PLAN
Scale: 1/16" = 1'-0"

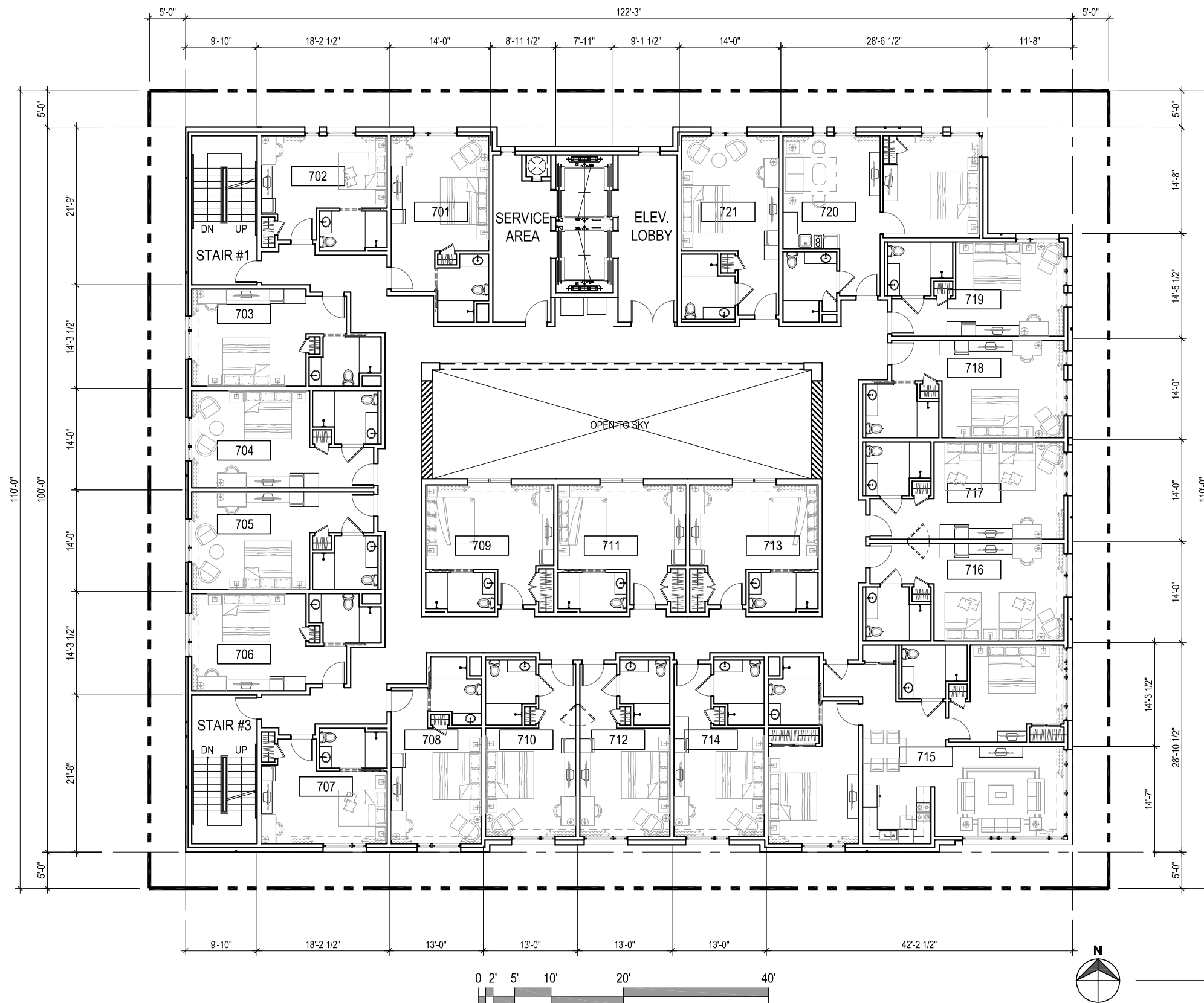
07

CORBeL
architects
www.corbelarchitects.com



ROOM NO.	FLOOR AREA
601	343.5
602	291.4
603	344.3
604	367.6
605	367.6
606	344.3
607	291.4
608	321.9
609	331.8
610	324.1
611	325.0
612	324.4
613	331.8
614	324.1
615	322.9
616	367.7
617	321.0
618	392.4
619	391.0
620	373.8
621	333.0
622	540.3
623	362.2

FEB. 24, 2017



ROOM NO.	FLOOR AREA
701	343.5
702	291.4
703	344.3
704	367.6
705	367.6
706	344.3
707	291.4
708	321.9
709	331.8
710	324.1
711	325.0
712	324.4
713	331.8
714	324.1
715	1,096.3
716	391.0
717	391.0
718	373.8
719	333.0
720	540.3
721	362.2

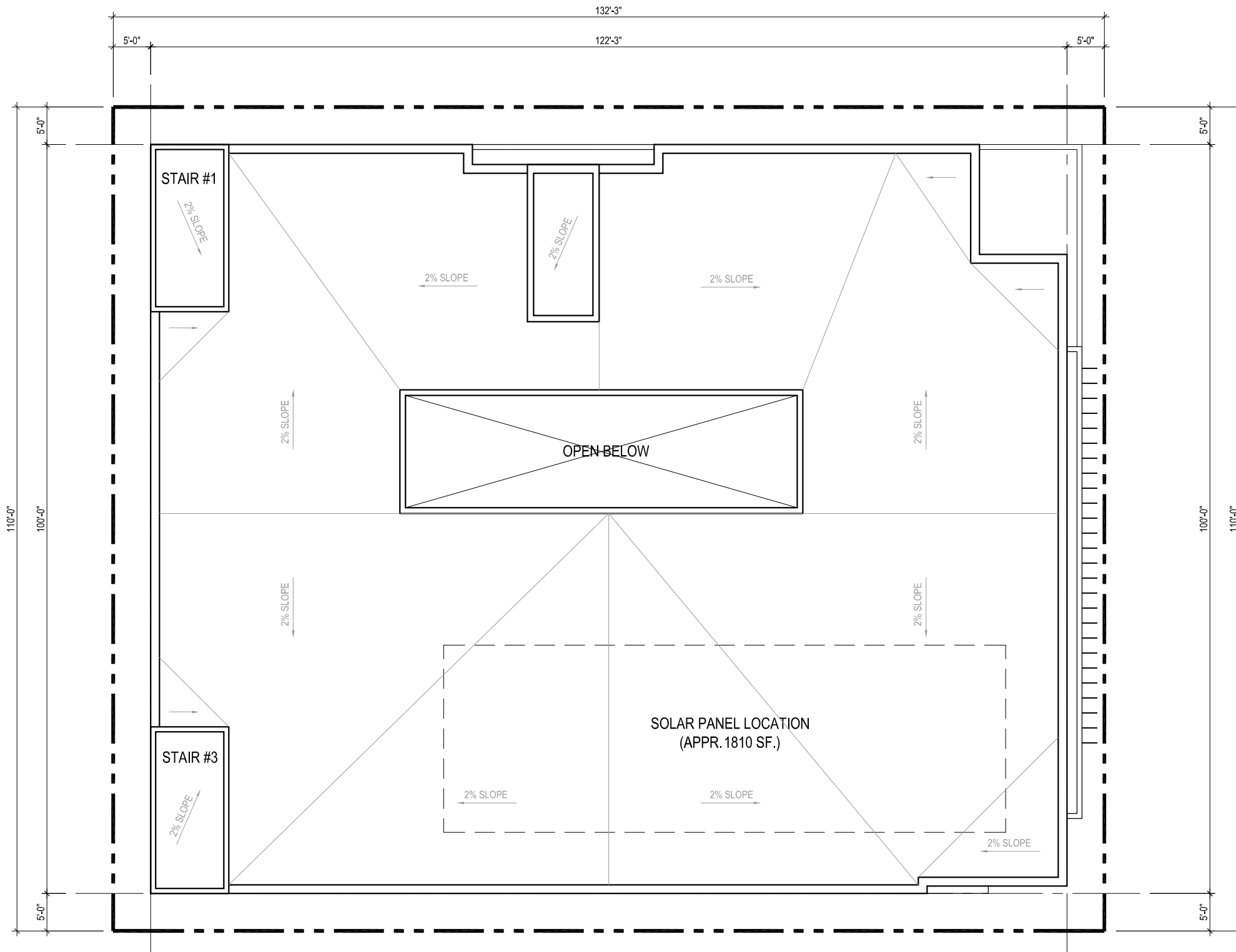
FEB. 24, 2017

HARVARD HOTEL
679 S HARVARD BLVD

7TH FLOOR PLAN
Scale: 1/16" = 1'-0"

09

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FEB. 24, 2017



ROOF PLAN
Scale: 1/16" = 1'-0"

10



ELEVATION KEY LEGEND	
1	FIBER CEMENT BOARD (AMERICAN FIBER CEMENT BOARD - MODEL: COVER METRO, 118 LONDON)
2	FIBER CEMENT BOARD (AMERICAN FIBER CEMENT BOARD - MODEL: COVER METRO, 104 BARCELONA)
3	EXPANSION JOINT
4	ALUMINUM WINDOW
5	PORCELAIN TILE (DAL TILE - MODEL: SLIMLITE PORCELAIN PANEL, TP 16 MACADAMIA)
6	SHEET METAL PANEL - PAINT FINISH (DUNN EDWARDS, DE 6362 STORM CLOUD)
7	CONCRETE WALL AND COLUMNS
COLOR AND REFERENCE IMAGES	
FIBER CEMENT BOARD (AMERICAN FIBER CEMENT BOARD - MODEL: COVER METRO, 118 LONDON)	FIBER CEMENT BOARD (AMERICAN FIBER CEMENT BOARD - MODEL: COVER METRO, 104 BARCELONA)
PORCELAIN TILE (DAL TILE - MODEL: SLIMLITE PORCELAIN PANEL, TP 16 MACADAMIA)	SHEET METAL PANEL - PAINT FINISH (DUNN EDWARDS, DE 6362 STORM CLOUD)
CONCRETE WALL	

FRONT ELEVATION (EAST)
Scale: 1/16" = 1'-0"



ELEVATION KEY LEGEND	
1	FIBER CEMENT BOARD (AMERICAN FIBER CEMENT BOARD - MODEL: COVER METRO, 118 LONDON)
2	FIBER CEMENT BOARD (AMERICAN FIBER CEMENT BOARD - MODEL: COVER METRO, 104 BARCELONA)
3	EXPANSION JOINT
4	ALUMINUM WINDOW
5	PORCELAIN TILE (DAL TILE - MODEL: SLIMLITE PORCELAIN PANEL, TP 16 MACADAMIA)
6	SHEET METAL PANEL - PAINT FINISH (DUNN EDWARDS, DE 6362 STORM CLOUD)
7	CONCRETE WALL AND COLUMNS
COLOR AND REFERENCE IMAGES	
FIBER CEMENT BOARD (AMERICAN FIBER CEMENT BOARD - MODEL: COVER METRO, 118 LONDON)	FIBER CEMENT BOARD (AMERICAN FIBER CEMENT BOARD - MODEL: COVER METRO, 104 BARCELONA)
PORCELAIN TILE (DAL TILE - MODEL: SLIMLITE PORCELAIN PANEL, TP 16 MACADAMIA)	SHEET METAL PANEL - PAINT FINISH (DUNN EDWARDS, DE 6362 STORM CLOUD)
CONCRETE WALL	

SIDE ELEVATION (NORTH)
Scale: 1/16" = 1'-0"

FEB. 24, 2017



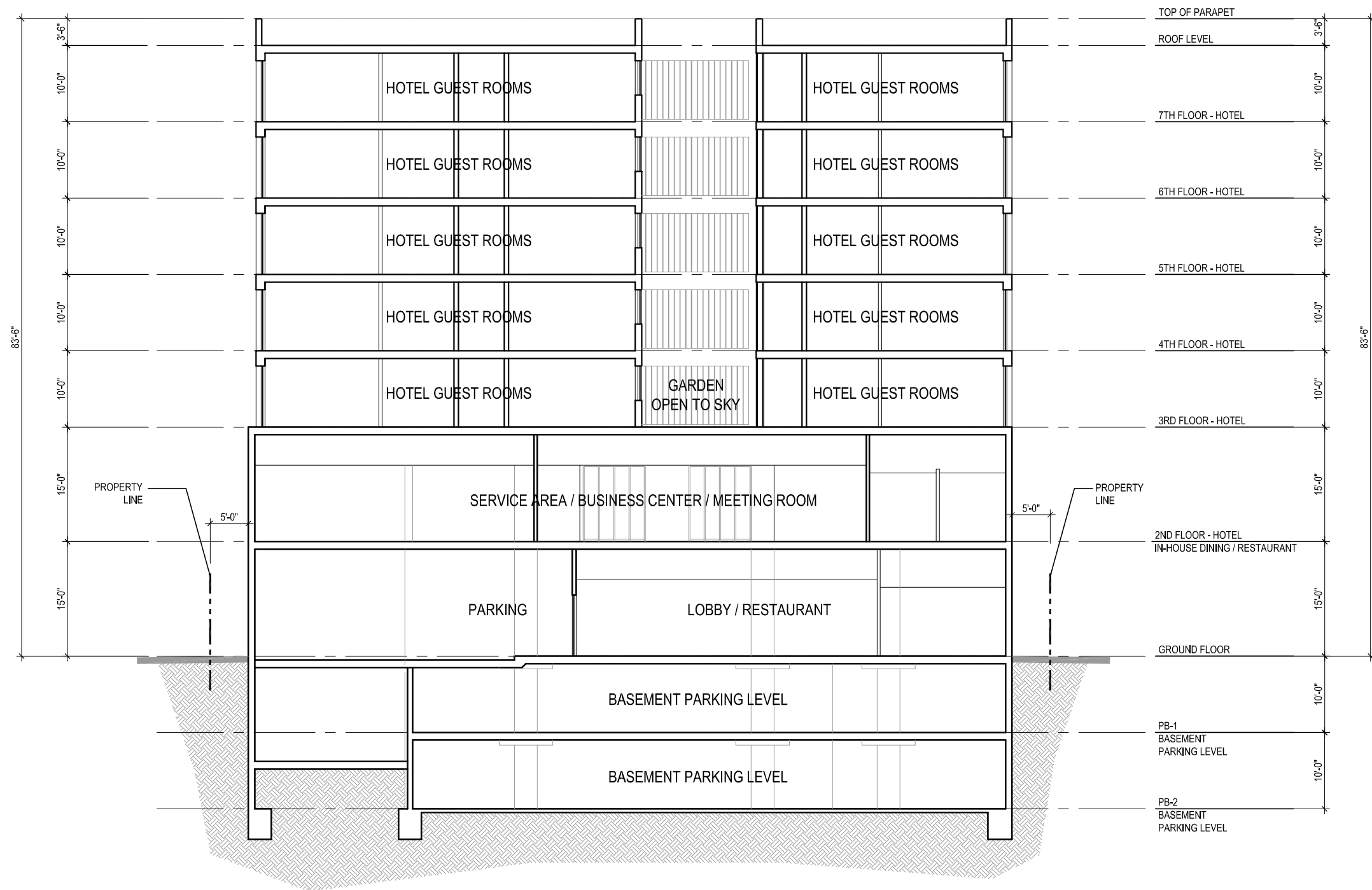
ELEVATION KEY LEGEND	
1	FIBER CEMENT BOARD (AMERICAN FIBER CEMENT BOARD - MODEL: COVER METRO, 118 LONDON)
2	FIBER CEMENT BOARD (AMERICAN FIBER CEMENT BOARD - MODEL: COVER METRO, 104 BARCELONA)
3	EXPANSION JOINT
4	ALUMINUM WINDOW
5	PORCELAIN TILE (DAL TILE - MODEL: SLIMLITE PORCELAIN PANEL, TP 16 MACADAMIA)
6	SHEET METAL PANEL - PAINT FINISH (DUNN EDWARDS, DE 6362 STORM CLOUD)
7	CONCRETE WALL AND COLUMNS
COLOR AND REFERENCE IMAGES	
 FIBER CEMENT BOARD (AMERICAN FIBER CEMENT BOARD - MODEL: COVER METRO, 118 LONDON)	 FIBER CEMENT BOARD (AMERICAN FIBER CEMENT BOARD - MODEL: COVER METRO, 104 BARCELONA)
 PORCELAIN TILE (DAL TILE - MODEL: SLIMLITE PORCELAIN PANEL, TP 16 MACADAMIA)	 SHEET METAL PANEL - PAINT FINISH (DUNN EDWARDS, DE 6362 STORM CLOUD)
 CONCRETE WALL	

REAR ELEVATION (WEST)
 Scale: 1/16" = 1'-0"



ELEVATION KEY LEGEND	
	FIBER CEMENT BOARD (AMERICAN FIBER CEMENT BOARD - MODEL: COVER METRO, 118 LONDON)
	FIBER CEMENT BOARD (AMERICAN FIBER CEMENT BOARD - MODEL: COVER METRO, 104 BARCELONA)
	EXPANSION JOINT
	ALUMINUM WINDOW
	PORCELAIN TILE (DAL TILE - MODEL: SLIMLITE PORCELAIN PANEL, TP 16 MACADAMIA)
	SHEET METAL PANEL - PAINT FINISH (DUNN EDWARDS, DE 6362 STORM CLOUD)
	CONCRETE WALL AND COLUMNS
COLOR AND REFERENCE IMAGES	
FIBER CEMENT BOARD (AMERICAN FIBER CEMENT BOARD - MODEL: COVER METRO, 118 LONDON)	FIBER CEMENT BOARD (AMERICAN FIBER CEMENT BOARD - MODEL: COVER METRO, 104 BARCELONA)
PORCELAIN TILE (DAL TILE - MODEL: SLIMLITE PORCELAIN PANEL, TP 16 MACADAMIA)	SHEET METAL PANEL - PAINT FINISH (DUNN EDWARDS, DE 6362 STORM CLOUD)
CONCRETE WALL	

SIDE ELEVATION (SOUTH)
Scale: 1/16" = 1'-0"

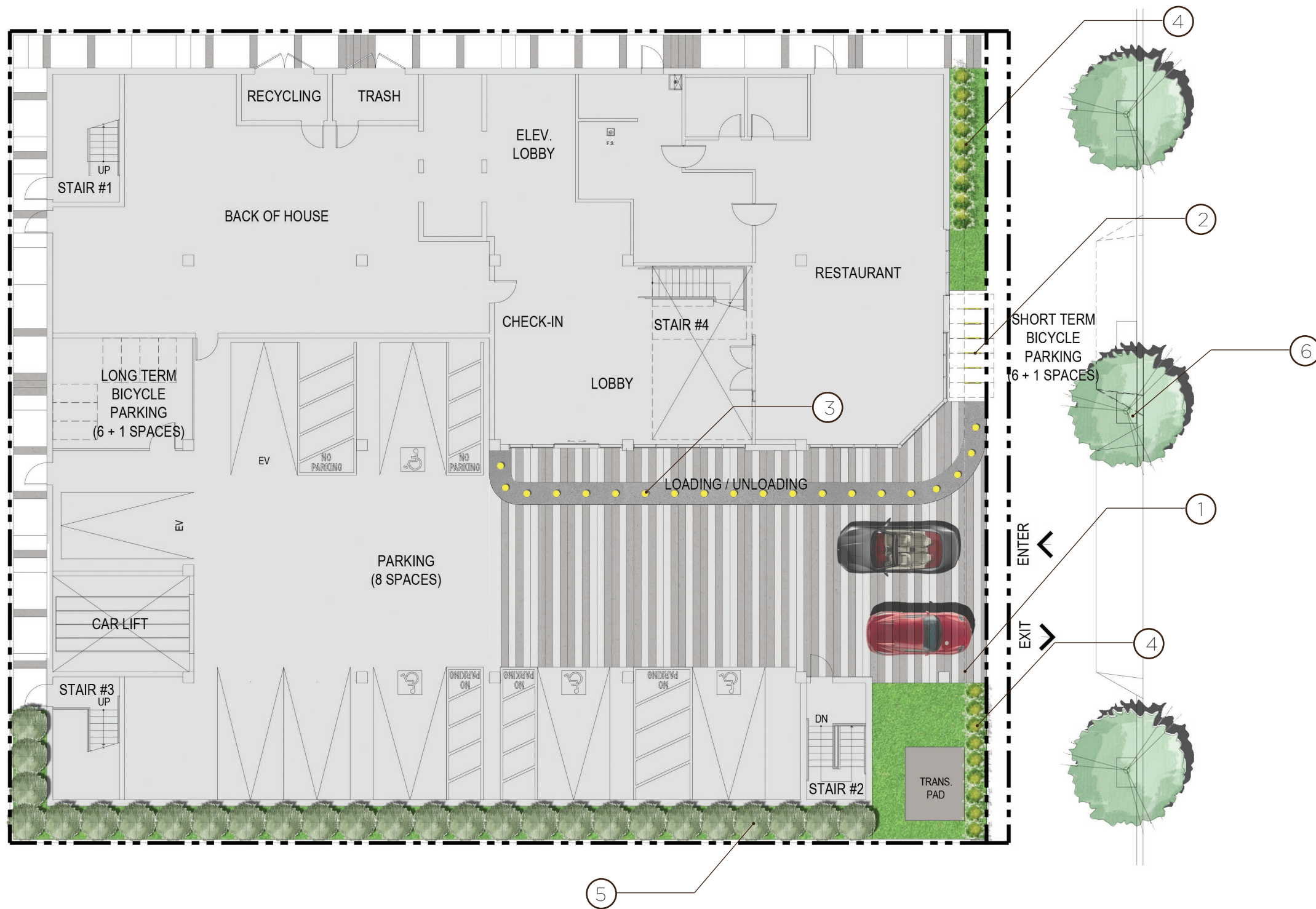


FEB. 24, 2017



LONGITUDINAL SECTION
Scale: 1/16" = 1'-0"

15



Keynotes:

- ① Colored Concrete
- ② Short Term Bike Parking
- ③ Bump Lights On Detractable ADA Paving
- ④ Alphonse Karr Bamboo



- ⑤ Podocarpus gracilior



- ⑥ Street Tree

February 24th 2017



GROUND FLOOR PLAN
Scale: 1/16" = 1'-0"

L-1

Keynotes:

① Wood Look Porcelain Tiles



② OutDeco With Green Wall



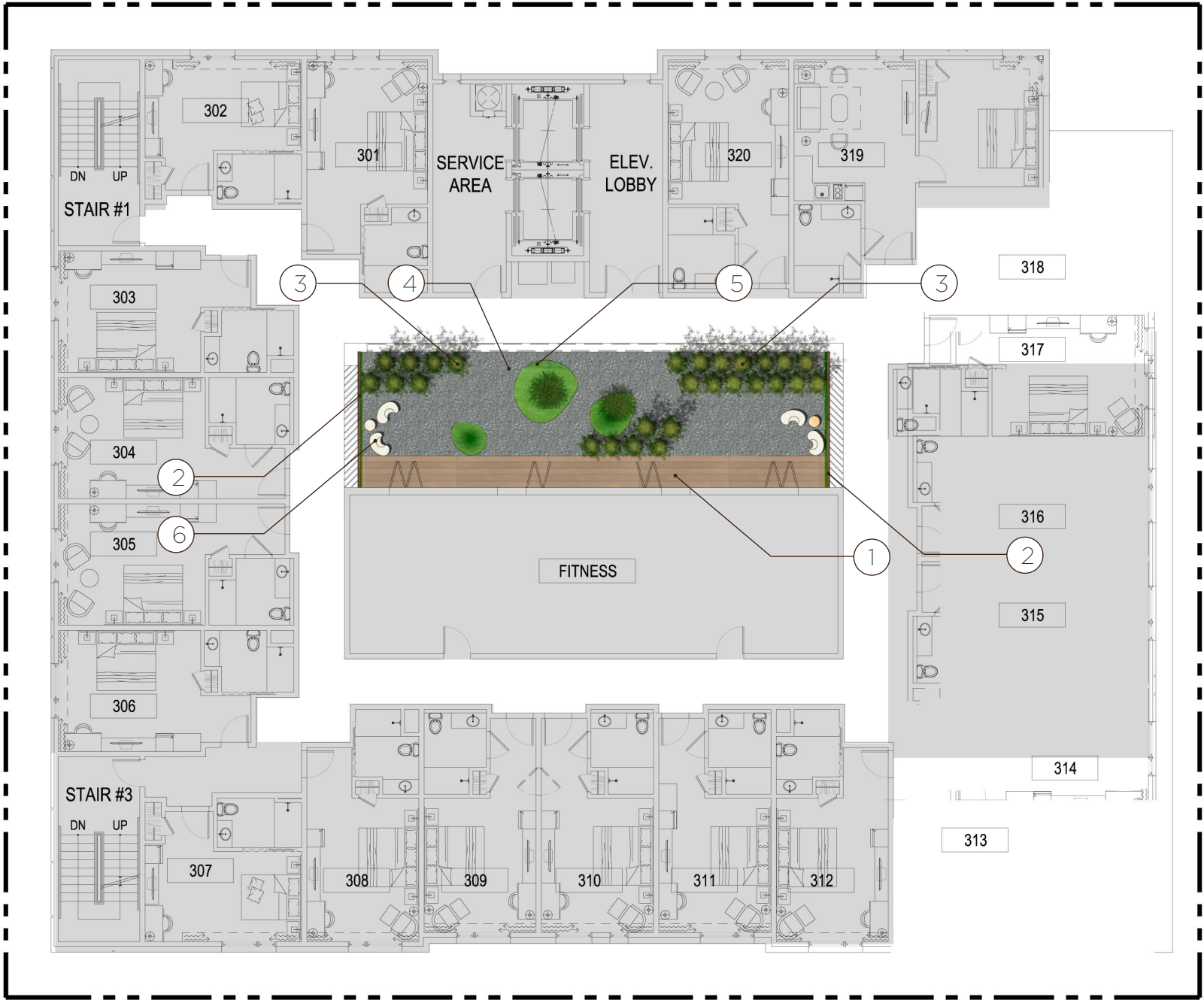
③ Giant Bamboo
Alphonse Karr Bamboo



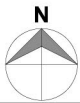
④ 1/8" Black Cariva Pebbles

⑤ Strata Web Planting Mound

⑥ Blob Seating



February 24th 2017



3RD FLOOR PLAN
Scale: 1/16" = 1'-0"

L-2




FEB. 24, 2017

HARVARD HOTEL
679 S HARVARD BLVD

CORBeL
architects
www.corbelarchitects.com

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

City Clerk's Office	NS 17-016-PL	Certified by 	Date: 1-31-17
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LEAD CITY AGENCY City of Los Angeles	COUNCIL DISTRICT CD 10 - HERB J. WESSON, JR.
PROJECT TITLE ENV-2016-3065-MND	CASE NO. CPC-2016-3064-ZC-SPR-CU-CUB

PROJECT LOCATION
679-687 South Harvard Boulevard

PROJECT DESCRIPTION

The project is the construction, use and maintenance of a seven-story, 110-room hotel with a 1,840 square-foot ground floor restaurant. The project includes 80 automobile parking spaces within one (1) at-grade and two (2) subterranean parking levels. The project would include the sale and dispensing of a full line of alcoholic beverages for on-site consumption in conjunction with the proposed restaurant. The project may result in the removal of street trees.

The project requires a Zone Change from R3P-1 to RAS4-2, a Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption within the proposed restaurant, a Conditional Use Permit to allow a hotel within 500 feet of an R zoned property, and Site Plan Review for a development project which creates or results in an increase of 50 or more rooms.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY

Kwang Kyu
3700 Wilshire Boulevard, Suite 730
Los Angeles, California 90010

FINDING:

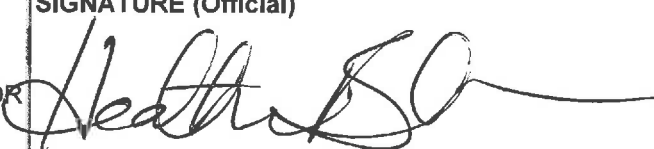
The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance

(CONTINUED ON PAGE 2)

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

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

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	TITLE	TELEPHONE NUMBER
OLIVER NETBURN	City Planning Associate	(213) 978-1382
ADDRESS	SIGNATURE (Official)	DATE
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012		02/22/2017

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.
- AQ-4 On-site power generators shall either be plug-in electric or solar powered.

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

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

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.

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

LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICT: CD 10 - HERB J. WESSON, JR.	DATE:
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2016-3065-MND	RELATED CASES: CPC-2016-3064-ZC-SPR-CU-CUB	
PREVIOUS ACTIONS CASE NO.:	<input type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions	
PROJECT DESCRIPTION: CONSTRUCTION, USE AND MAINTENANCE OF A 110-ROOM HOTEL WITH A TOTAL FLOOR AREA OF 64,763 SQUARE-FEET WHICH INCLUDES A 1,840 SQUARE-FOOT RESTAURANT.		
ENV PROJECT DESCRIPTION: The project is the construction, use and maintenance of a seven-story, 110-room hotel with a 1,840 square-foot ground floor restaurant. The project includes 80 automobile parking spaces within one (1) at-grade and two (2) subterranean parking levels. The project would include the sale and dispensing of a full line of alcoholic beverages for on-site consumption in conjunction with the proposed restaurant. The project may result in the removal of street trees. The project requires a Zone Change from R3P-1 to RAS4-2, a Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption within the proposed restaurant, a Conditional Use Permit to allow a hotel within 500 feet of an R zoned property, and Site Plan Review for a development project which creates or results in an increase of 50 or more rooms.		
ENVIRONMENTAL SETTINGS: The subject property is a flat, rectangular, 14,877 square-foot interior lot with a 110-foot frontage along Harvard Boulevard with a depth of 135 feet. The property is currently developed with a surface parking lot. The property is located within the Wilshire Community Plan. The property is not located within 500 feet of a school or park. The property is located within 0.59 kilometers of the nearest fault (Puente Hills Blind Thrust). The property is not located within an Airport Hazard area, Coastal Zone, Very High Fire Hazard Severity Zone, Fire District No. 1, Flood Zone, Watercourse, Hazardous Waste/Border Zone Properties, Methane Hazard Site, High Wind Velocity Areas, Special Grading Area (BOE Basic Grid Map A-13372), Oil Wells, Alquist-Priolo Fault Zone, Landslide Area, Liquefaction Zone, Preliminary Fault Rupture Study Area or Tsunami Inundation Zone. The property is not mapped for Farmland. The surrounding properties consist of High Medium Residential and Regional Center Commercial land uses, and corresponding to the R3P, PB, R3, R4, (T)(Q)C2, C2, (T)(Q)C4, (Q)C4 and C4 zones. Surrounding properties are primarily developed with multi-story, multi-family dwellings and commercial buildings, surface parking lots and parking structures. Harvard Boulevard is a Collector street, dedicated to a variable width of between 60 and 62 feet and improved with asphalt roadway and curb, gutter and sidewalk.		
PROJECT LOCATION: 679-687 South Harvard Boulevard		

COMMUNITY PLAN AREA: WILSHIRE STATUS: <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	AREA PLANNING COMMISSION: CENTRAL	CERTIFIED NEIGHBORHOOD COUNCIL: WILSHIRE CENTER - KOREATOWN
EXISTING ZONING: R3P-2	MAX. DENSITY/INTENSITY ALLOWED BY ZONING: 29 guest rooms	LA River Adjacent:
GENERAL PLAN LAND USE: Regional Center Commercial	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: Unlimited	
	PROPOSED PROJECT DENSITY: 110 guest rooms	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

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



City Planning Associate

(213) 978-1382

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 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 type="checkbox"/> NOISE	<input type="checkbox"/> POPULATION AND HOUSING <input type="checkbox"/> PUBLIC SERVICES <input type="checkbox"/> RECREATION <input checked="" type="checkbox"/> TRANSPORTATION/TRAFFIC <input type="checkbox"/> TRIBAL CULTURAL RESOURCES <input type="checkbox"/> UTILITIES AND SERVICE SYSTEMS	<input checked="" type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
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INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)	
<i>Background</i>	
PROPONENT NAME: Kwang Kyu	PHONE NUMBER: (213) 739-0350
APPLICANT ADDRESS: 3700 Wilshire Boulevard, Suite 730 Los Angeles, California 90010	
AGENCY REQUIRING CHECKLIST: Department of City Planning	DATE SUBMITTED: 08/18/2016
PROPOSAL NAME (if Applicable): Harvard Hotel	

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?			✓	

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-2016-3065-MND** and the associated case(s), **CPC-2016-3064-ZC-SPR-CU-CUB** . 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:
OLIVER NETBURN	City Planning Associate	(213) 978-1382	01/30/2017

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

I. AESTHETICS

a.	NO IMPACT	<p>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 residential project (hotel and restaurant) 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.</p>	
b.	NO IMPACT	<p>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 residential project (hotel and restaurant) 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.</p>	
c.	LESS THAN SIGNIFICANT IMPACT	<p>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</p>	

Impact?	Explanation	Mitigation Measures
	<p>project detract from the visual character of an area. The subject property is currently improved with a surface parking lot. The proposed project would include seven-story, 84-foot six-inch tall (84'-6"), 64,763 square-foot structure with a 4.45:1 FAR. Nevertheless, other surrounding properties located along Wilshire Boulevard and in the vicinity 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 residential project (hotel and restaurant) located on an infill site within a transit priority area. As such, aesthetic impacts shall not be considered a significant impact on the environment. 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 dark-sky-friendly 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</p>	

Impact?	Explanation	Mitigation Measures
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	mixed-use residential project (hotel and restaurant) located on an infill site within a transit priority area. As such, aesthetic impacts shall not be considered a significant impact on the environment. Project impacts would be less than significant.	
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II. AGRICULTURE AND FOREST RESOURCES

a.	NO IMPACT	A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses. The project site is developed with a surface parking lot. 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 R3P-2. 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 R3P-2. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	

Impact?	Explanation	Mitigation Measures
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 R3P-2. 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.	
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 impacts would occur.	

III. AIR QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin (Basin) and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project with 110 guest rooms and a 1,840 square-foot restaurant would not conflict with or obstruct the implementation of the AQMP and SCAQMD rules. The proposed project is also subject to the City's Green Building Program Ordinance (Ord. No. 179,890), which was adopted to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional and global ecosystems. Therefore, project impacts would be less than significant.	
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Impact?	Explanation	Mitigation Measures
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b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. 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. According to the CalEEMod model results for similar types of projects, Overall Construction (Maximum Daily Emission) for the proposed project would not exceed the SCAQMD thresholds for the criteria pollutants Reactive Organic Compounds (ROG), Nitrogen Oxides (NOx), Carbon Monoxide (CO), Sulfur Dioxide (SO2), and Respirable Particulate Matter (PM10 and PM2.5). The project is estimated to generate less than the SCAQMD threshold of 75 pounds per day (lbs/day) for ROG, 100 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. Additionally, the project output is also below the significance thresholds for these criteria pollutants with regard to Overall Operational Emissions. The project is estimated to generate less than the SCAQMD threshold 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. Additional emissions would be generated by area sources, such as energy use and landscape maintenance activities. The project could add up to 1,000 new vehicle trips to and from the project site on a peak weekday at the start of operations in 2020. Therefore, project impacts would be less than significant.</p>	
c.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<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</p>	III-90

Impact?	Explanation	Mitigation Measures
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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, 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. A project of this size (110 guest rooms with a 1,840 square-foot restaurant) would not likely exceed the project-level SCAQMD localized significance thresholds for criteria air pollutants; however cumulatively, the project may result in significant impacts. Incorporation of the mitigation measures would reduce project impacts to less than significant levels.

d. LESS THAN SIGNIFICANT IMPACT

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 proposed project would not include any

Impact?	Explanation	Mitigation Measures
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		land uses that would involve the use, storage, or processing of 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 and project impacts would be less than significant impact.	
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e.	NO IMPACT	Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction 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, the proposed project will not create new objectionable odors during operation. No impact would occur.	
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IV. BIOLOGICAL RESOURCES

a.	NO IMPACT	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 surface parking lot and no landscaping. 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.	
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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. NO IMPACT	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. Due to the urbanized nature of the subject property and surrounding area, the lack of a major water body, and the limited number of trees, the subject property does not support habitat for native resident or migratory species or contain native nurseries. Therefore, the project would not interfere with wildlife movement or impede the use of native wildlife nursery sites. No impact would occur.	
e. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact would occur if the project would be inconsistent with local regulations pertaining to biological resources. The 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 subject property does	IV-90

Impact?	Explanation	Mitigation Measures
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		<p>not contain locally-protected biological resources, such as oak trees, Southern California black walnut, western sycamore or California bay trees. The project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGF). Both the MBTA and CFGF protects migratory birds that may use trees on or adjacent to the property for nesting and may be disturbed during construction of the project. Nevertheless, the project may result in the removal of existing street trees. Incorporation of the mitigation measures would reduce project impacts to less than significant levels.</p>	
f.	NO IMPACT	<p>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.</p>	

V. CULTURAL RESOURCES

a.	NO IMPACT	<p>A significant impact would occur if the proposed project would substantially alter the environmental context of, or removed identified historical resources. The property is currently developed with a surface parking lot and no such resources exist. No impact would occur.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories. Given the archaeological sensitivity of the general area, there is a possibility that unknown, subsurface archaeological resources may exist at the project site. Project-related excavation for any subterranean levels may have the</p>	

Impact?	Explanation	Mitigation Measures
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		potential to uncover archaeological resources. However, if archeological resources are found during excavation, the project will be required to follow procedures as detailed in the California Public Resources Code Section 21083.2. Therefore, project impacts would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features. 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. Therefore, the impact would be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. Human remains could be encountered during excavation and grading activities associated with the proposed project. While no formal cemeteries, other places of human internment, or burial grounds or sites are known to occur within the project area, there is always a possibility that human remains can be encountered during construction. If human remains are found during excavation, the project will need to follow procedures as detailed in the California Health and Safety Code Section 7050.5. If human remains of Native American origin are discovered during project construction, compliance with state laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposition of Native American burials	

Impact?	Explanation	Mitigation Measures
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will be adhered to. Therefore, project impacts would be less than significant.

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. Nevertheless, 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 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.</p>	
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</p>	

Impact?	Explanation	Mitigation Measures
	<p>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 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 damage as a result of liquefaction, and no impact would occur.</p>	
d. NO IMPACT	<p>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.</p>	
e. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. 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</p>	

Impact?	Explanation	Mitigation Measures
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		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 IMPACT	<p>A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. The construction of the proposed project would have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide. 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. 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. Therefore, project impacts would be less than significant.</p>	
g.	NO IMPACT	<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. The project is not located in an area known to have expansive soil. No impact would occur.</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
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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 would provide infill development proximate to a major transportation corridor (Wilshire Boulevard and the Metro Purple Line) and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. The proposed project would provide new housing/job growth in proximity to urban uses, including transportation/transit and could provide a healthier environment by reducing vehicle trips and corresponding GHG emissions. The proposed project, therefore, would be consistent with statewide, regional and local goals and policies aimed at reducing GHG emissions, and project impacts would be less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in 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,
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Impact?	Explanation	Mitigation Measures
	<p>or create a public hazard through transport, use, or disposal. As a mixed-use 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 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.</p>	
b. NO 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. No structures existing on site and all construction-related activities would be done in conformance with applicable regulations. Therefore, no impact project would occur.</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 subject property is not located with one-quarter mile of an existing school. Therefore, 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>	

Impact?	Explanation	Mitigation Measures
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e.	NO IMPACT	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.	
f.	NO IMPACT	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.	
g.	NO IMPACT	A significant impact would occur if the project impaired implementation of or physically interfered with an adopted emergency response plan or emergency evacuation plan. The subject property is located approximately 0.26 miles east of Western Avenue, the nearest designated Disaster Route. 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 no impact would occur.	
h.	NO IMPACT	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.	

IX. HYDROLOGY AND WATER QUALITY

Impact?	Explanation	Mitigation Measures
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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 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</p>	

Impact?	Explanation	Mitigation Measures
	<p>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 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 impact groundwater supplies or groundwater recharge, and project impacts would be less than significant.</p>	
c.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation would result. There are no streams or rivers located in the project vicinity. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. 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>	

Impact?	Explanation	Mitigation Measures
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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>	
e.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the project site, or if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system. 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>	
f.	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</p>	

Impact?	Explanation	Mitigation Measures
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would be less than significant.

g.	NO IMPACT	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 Federal Emergency Management Agency Floor Insurance Rate Map, the subject property is located within a Flood Zone; and 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. Therefore, while the project does include housing (short-term sleeping accommodations), it is not located within a 100-year or 500-year flood plain, and no impact would occur.	
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 Federal Emergency Management Agency Floor Insurance Rate Map, the subject property is located within a Flood Zone; and 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	

Impact?	Explanation	Mitigation Measures
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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 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 would occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The site is located within the Wilshire Community Plan Area. The site is currently zoned R3P-2, with a General Plan land use designation of Regional Center Commercial. The proposed project would be comprised of a 110-room hotel and an 1,840 square-foot restaurant. The proposed project has requested a Zone Change to the RAS4-2 Zone which is one of the corresponding zones within the Regional Center Commercial land use designation. Both the hotel and restaurant uses are permitted in the RAS4 Zone. The proposed number of guest rooms	

Impact?	Explanation	Mitigation Measures
	(110 rooms), the total floor area (64,763 square feet) and the building height (84 feet, six (6) inches (84'-6")), are within the permitted development standards of the RAS4-2 Zone. Therefore, the proposed project would conform to the allowable land uses and development standards pursuant to the General Plan and Los Angeles Municipal Code. Project impacts 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 would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The subject property is not classified by the City as containing significant mineral deposits. The property is currently designated for Regional Center Commercial land uses and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. The proposed project would not result in the loss of availability of any known regionally- or locally-valuable mineral resource. Therefore, no impact would occur.	
b.	NO IMPACT	A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The subject property is not classified by the City as containing significant mineral deposits. The property is currently designated for Regional Center Commercial land uses and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. The proposed project would not result in the loss of availability of any known regionally- or locally-valuable mineral resource. Therefore, no impact would occur.	

Impact?	Explanation	Mitigation Measures
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XII. NOISE

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the project resulted in construction activities lasting more than one day that exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use; construction activities lasting more than 10 days in a three month period that exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at anytime on Sunday. 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 Noise Ordinance No. 144,331 and 161,574, which prohibit the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible. Project impacts would be less than significant.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>The City of Los Angeles does not address vibration in the LAMC or in the Noise Element of the General Plan. According to the Federal Transit Administration (FTA), ground vibrations from construction activities very rarely reach the level capable of damaging structures. The construction activities that typically generate the most severe vibrations are blasting and impact pile driving. These types of activities are not proposed by the project. The FTA has published standard vibration velocities for various construction equipment operations. The estimated vibration velocity levels from</p>	

Impact?		Explanation	Mitigation Measures
		most construction equipment would be well below the significance thresholds. Project impacts would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project caused a substantial permanent increase in noise levels above existing ambient levels. New stationary sources of noise, such as rooftop mechanical HVAC equipment, would be installed on the proposed development. The design of the equipment will be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of any other occupied properties by more than 5 dBA. Therefore, project impacts would be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project resulted in substantial temporary or periodic increase in ambient noise levels. As discussed above, the project may result in significant temporary or periodic increases in noise levels during construction; however such increases would be considered less than significant.	
e.	NO IMPACT	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.	
f.	NO IMPACT	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 excessive noise levels 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.	
XIII. POPULATION AND HOUSING			

Impact?		Explanation	Mitigation Measures
a.	NO IMPACT	A significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The project does not include the construction of a structure or a use which would induce any population growth. The hotel use would only provide short-term accommodations for visitors to the area. No impact would occur.	
b.	NO IMPACT	A significant impact would occur if the proposed project would displace a substantial quantity of housing units. The subject property is current a surface parking lot. The proposed project would not result in the displacement of any housing units. No impact would occur.	
c.	NO IMPACT	A significant impact would occur if the proposed project would displace a substantial number of people. The subject property is current a surface parking lot. The proposed project would not result in the displacement of any people. No impact would occur.	

XIV. PUBLIC SERVICES

a.	LESS THAN SIGNIFICANT IMPACT	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 29, located at 4029 West Wilshire Boulevard, approximately 0.75 miles west of the property. The proposed project would result in a net increase of 110 hotel rooms and 1,840 square feet of restaurant space, 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	
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Impact?	Explanation	Mitigation Measures
	impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the project impacts would be less than significant.	
b. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station. The proposed project would result in a net increase of 110 hotel rooms and 1,840 square feet of restaurant space which may increase demand for police service. The subject property and the surrounding area are currently served by LAPD's Olympic Community Police Station, located at 1130 South Vermont Avenue, approximately 1.5 miles southeast of the property. Project would not create capacity/service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Therefore, the proposed project would result in a less-than-significant impact related to police protection services.	
c. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The project would add 110 hotel rooms and 1,840 square feet of restaurant space, which could increase enrollment at schools that service the area. However, development of the proposed project would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new residential and commercial space. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, project impacts would be less than significant.	

Impact?	Explanation	Mitigation Measures
LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a net increase of 110 guest rooms, which could result in increased demand for parks and recreation facilities. The proposed project would include approximately 784 square feet of outdoor open space as well as a fitness room. These project features would reduce the demand for park space created by the proposed project. In addition, the payment of required impact fees by the proposed mixed-use residential development within the City of Los Angeles per L.A.M.C. Section 12.33 could offset some of the increased demand by helping fund new facilities, as well as the expansion of existing facilities. Therefore, the project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities, and project impacts would be less than significant.	
LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The proposed project would result in a net increase of 110 guest rooms, which could result in increased demand for other public facilities. While the increase in population as a result of the proposed project may create a demand for other public facilities, the project would not create substantial capacity or service level problems that would require the provision of new or physically altered public facilities in order to maintain an acceptable level of other government services. Therefore, project impacts would be less than significant.	

Impact?	Explanation	Mitigation Measures
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XV. RECREATION

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a net increase of 110 guest rooms, which could result in increased demand for parks and recreation facilities. The proposed project would include approximately 784 square feet of outdoor open space as well as a fitness room. These project features would reduce the demand for park space created by the proposed project. In addition, payment of required impact fees by the proposed mixed-use residential development (hotel and restaurant) within the City of Los Angeles per L.A.M.C. Section 12.33 could offset some of the increased demand by helping fund new facilities, as well as the expansion of existing facilities. Therefore, the project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities, 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 necessitate construction of new recreational facilities, which would adversely impact the environment, or require the expansion or development of parks or other recreational facilities in order to maintain acceptable service ratios, or other performance objectives for parks. The proposed project would include approximately 784 square feet of outdoor open space as well as a fitness room. The proposed project would not require the construction or expansion of recreational facilities beyond the limits of the project site. Although the proposed project would place some additional demands on park facilities, the increase in demand would be met through a combination of on-site amenities and existing parks in the project area. The project's increased demands upon recreational facilities would not in and of itself result in the</p>	

Impact?	Explanation	Mitigation Measures
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	construction of a new park, which might have an adverse physical effect on the environment. Therefore, project impacts would be less than significant.	
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XVI. TRANSPORTATION/TRAFFIC

a.	LESS THAN SIGNIFICANT IMPACT	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 less than 1,000 daily trips and 60 a.m. peak hour and 70 p.m. peak hour vehicle trips. Per the Department of Transportation, the proposed project would not result in significant impacts to the level of service to any of the studied intersections. Therefore, project impacts would be less than significant.	
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 freeway on- or off-ramp. In accordance with the CMP administered by the Los Angeles County Metropolitan Transportation Authority, the project was not required to include any freeway impact analysis. Therefore, project impacts would be less than significant.	
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 IMPACT	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. The project includes 14 bicycle parking spaces and will be located in conformance with the requirements of the Bicycle Parking Ordinance. Therefore, project impacts would be less than significant.	

Impact?	Explanation	Mitigation Measures
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e.	NO IMPACT	A significant impact would occur if the project impaired implementation of or physically interfered with an adopted emergency response plan or emergency evacuation plan. The subject property is located approximately 0.26 miles east of Western Avenue, the nearest designated Disaster Route. 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 no impact would occur.	
f.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact would occur if the project would conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities or otherwise decrease the performance or safety of facilities supporting alternative transportation. 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

XVII. TRIBAL CULTURAL RESOURCES

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if a project would cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources. The site is not listed in the California Register of Historical Resources, or in a local register of historical resources, and no evidence was found to indicate it may be eligible for such listing. The potential for discovery of unknown archaeological cultural resources beneath the ground surface is evaluated above in Section V, Cultural Resources. As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and	
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Impact?	Explanation	Mitigation Measures
	<p>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 City has provided such notice in conformance with the tribal consultation requirements of Assembly Bill (AB) 52 by letter, dated January 23, 2017. Should any Tribe request consultation regarding the project site, in accordance with AB 52 the City as Lead Agency would facilitate such consultation. To date, one of the Tribal Groups contacted has provided a response by letter that did not identify any known cultural or tribal resource sensitivity specific to the project site or the immediate vicinity. The Tribal Group responding to the notification letter did request that a Native American monitor observe ground disturbance activities in case unknown resources may be uncovered. Furthermore, as discussed above in Section V, the project site does not contain any known archaeological sites or archaeological survey areas. As no evidence of known tribal resources have been identified either in archived records or in response from a Tribal Group that the Native American Heritage Commission (NAHC) has identified as potentially interested parties, the potential for the site to represent a tribal cultural resource would be considered low. Therefore, the project would have a less than significant impact regarding potential substantial adverse changes in the cultural significance of a tribal cultural resource as defined in Public Resources Code section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources.</p>	
b. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if a project would cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074 that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant. The project site has been subject to past disturbance, including the construction of commercial uses that currently occupy the site. The potential for discovery of unknown archaeological cultural resources beneath</p>	

Impact?	Explanation	Mitigation Measures
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the ground surface is evaluated above in Section V, Cultural Resources. The potential for the site to represent a tribal cultural resource, or be part of a cultural landscape or sacred place, would be considered low. Furthermore, 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. Should any Tribe request consultation regarding the project site, in accordance with AB 52 the City as Lead Agency would facilitate such consultation. To date, one of the Tribal Groups contacted has provided a response by letter that did not identify any known cultural or tribal resource sensitivity specific to the project site or the immediate vicinity. The Tribal Group responding to the notification letter did request that a Native American monitor observe ground disturbance activities in case unknown resources may be uncovered. Therefore, the project would have a less than significant impact regarding potential substantial adverse changes in the significance of a tribal cultural resource as defined in Public Resources Code section 21074 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.

XVIII. UTILITIES AND SERVICE SYSTEMS

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the (Los Angeles Regional Water Quality Control Board). 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
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Impact?	Explanation	Mitigation Measures
	<p>Reclamation Plant and the Los Angeles–Glendale Water Reclamation Plant. The wastewater generated by the project would be typical of hotel and restaurant 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 addition of 110 guest rooms and 1,840 square feet of restaurant space as a result of the proposed project 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 project, and any upgrades to the</p>	

Impact?	Explanation	Mitigation Measures
	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.	
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 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 hotel and restaurant uses. As the HTP is in compliance with the State's wastewater treatment requirements, the project would not exceed the wastewater treatment</p>	

Impact?	Explanation	Mitigation Measures
	<p>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>	
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 hotel and restaurant 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</p>	

Impact?	Explanation	Mitigation Measures
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		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.	
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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.	
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XIX. MANDATORY FINDINGS OF SIGNIFICANCE

a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	Based on the analysis in this Initial Study, the proposed project would have the potential to degrade the quality of the environment, including the removal of street trees. Nevertheless, implementation of the mitigation measures identified will reduce project impacts to the environment to less than significant.	Incorporation of mitigation measure IV-90 would reduce project impacts to less than significant levels.
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Impact?	Explanation	Mitigation Measures
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. Although projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant. In addition, all potential impacts of the proposed project would be reduced to less-than-significant levels with implementation of the mitigation measures provided in the previous sections.
c.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p data-bbox="586 636 1094 1121">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.</p> <p data-bbox="1094 636 1602 1121">Incorporation of mitigation measure XVI-80 would reduce project impacts to less than</p>

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

679 S. Harvard Blvd
DOT Case No. CEN 16-44399

Date: December 6, 2016

To: Karen Hoo, City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC IMPACT STUDY FOR THE PROPOSED MIXED-USE HOTEL
PROJECT LOCATED AT 679 SOUTH HARVARD BOULEVARD**

DOT has reviewed the traffic analysis dated July 2016 prepared by Crain & Associates for the proposed mixed use hotel project located at **679 SOUTH HARVARD BOULEVARD**. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. The traffic study included the detailed analysis of six intersections. Based on DOT's traffic impact criteria¹, none of the study intersections included in the traffic analysis are expected to be significantly impacted by project-related traffic, as noted in **Attachment 1**. The results of the traffic analysis accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community.

DISCUSSION AND FINDINGS

A. Project Description

The mixed use project is a proposed seven-story 110-room hotel and 1,000 square feet of ground floor retail use that will replace a current parking lot. The project will provide two levels of subterranean parking and at-grade parking which will accommodate parking for both vehicles and bicycle. Vehicular access will be accommodated via a full access driveway on Harvard Boulevard for both hotel and retail uses. The project is expected to be completed by 2020.

B. Trip Generation

The project is estimated to generate a net increase of 778 daily trips, 49 trips in the a.m. peak hour, and 57 trips in the p.m. peak hour. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. A copy of the trip generation table can be found in **Attachment 2**.

C. Freeway Analysis

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

¹ Per the DOT 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.

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 Impact 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. The project did not meet or exceed any of the four thresholds defined in the latest agreement, updated in December 2015. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. No additional freeway analysis was required.

PROJECT REQUIREMENTS

A. Construction Impacts

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 January 20, 2016, the City Council adopted the Mobility Plan 2035 which is 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, **Harvard Boulevard** is designated as a Collector, which would require a 20-foot half-width roadway and a 33-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The project will provide two levels of subterranean parking and at-grade parking which will accommodate parking for both vehicles and bicycle. 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 proposed site plan illustrated in **Attachment 3** is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize potential building design changes, the applicant should contact DOT 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. All new driveways should be Case 2 driveways and any security gates should be a minimum 20 feet from the property line. All truck loading and unloading should take place on site with no

vehicles backing into the project via any of the project driveways.

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. 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 Johnathan Yu of my staff at (213) 972-4993.

Attachments

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c: Jordan Beroukhim, Council District No. 10
Jeannie Shen, Central District, DOT
Taimour Tanavoli, Case Management Office, DOT
Carl Mills, Central District, BOE
Helen Shi, Crain & Associates

ATTACHMENT 1
Summary of Volume to Capacity Ratios (V/C) and Level of Service (LOS)

Table 8
Critical Movement Analysis (CMA) Summary
Existing (2016) Without and With Project

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Without Project</u>		<u>With Project</u>		
			<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
1.	Western Avenue & 7th Street	AM	0.369	A	0.371	A	0.002
		PM	0.419	A	0.419	A	0.000
2.	Hobart Boulevard & Wilshire Boulevard	AM	0.582	A	0.584	A	0.002
		PM	0.615	B	0.617	B	0.002
3.	Harvard Boulevard & Wilshire Boulevard	AM	0.535	A	0.543	A	0.008
		PM	0.615	B	0.621	B	0.006
4.	Harvard Boulevard & 8th Street	AM	0.440	A	0.441	A	0.001
		PM	0.543	A	0.546	A	0.003
5.	Kingsley Drive & Wilshire Boulevard	AM	0.537	A	0.539	A	0.002
		PM	0.595	A	0.598	A	0.003
6.	Irolo Street & 7th Street	AM	0.490	A	0.493	A	0.003
		PM	0.624	B	0.630	B	0.006

Table 10
Critical Movement Analysis (CMA) Summary
Future (2020) Without and With Project

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Without Project</u>		<u>With Project</u>		
			<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
1.	Western Avenue & 7th Street	AM	0.450	A	0.453	A	0.003
		PM	0.510	A	0.512	A	0.002
2.	Hobart Boulevard & Wilshire Boulevard	AM	0.718	C	0.720	C	0.002
		PM	0.771	C	0.773	C	0.002
3.	Harvard Boulevard & Wilshire Boulevard	AM	0.659	B	0.667	B	0.008
		PM	0.728	C	0.739	C	0.011
4.	Harvard Boulevard & 8th Street	AM	0.519	A	0.521	A	0.002
		PM	0.647	B	0.650	B	0.003
5.	Kingsley Drive & Wilshire Boulevard	AM	0.613	B	0.615	B	0.002
		PM	0.701	C	0.703	C	0.002
6.	Irolo Street & 7th Street	AM	0.614	B	0.619	B	0.005
		PM	0.827	D	0.833	D	0.006

ATTACHMENT 2

Project Trip Generation Estimates

Table 5
Project Trip Generation

LU	Use/Description	Size	Units	Daily	AM Peak Hour			PM Peak Hour		
					I/B	O/B	Total	I/B	O/B	Total
<u>PROPOSED USES</u>										
310	Hotel	110	du	899	34	24	58	34	32	66
820	Shopping Center (Retail)	1.0	ksf	<u>43</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>4</u>
	Subtotal [A]			942	35	24	59	36	34	70
<u>Internal Linkages</u>										
	Hotel	Based on Retail		(2)	0	0	0	0	0	0
	Shopping Center (Retail)	<u>5%</u>		<u>(2)</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	Subtotal [B]			(4)	0	0	0	0	0	0
<u>Transit/Walk-in Trips</u>										
	Hotel	15%		(135)	(5)	(4)	(9)	(5)	(5)	(10)
	Shopping Center (Retail)	15%		<u>(6)</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>(1)</u>	<u>(1)</u>
	Subtotal [C]			(141)	(5)	(4)	(9)	(5)	(6)	(11)
[D] Driveway/Adj. Int. Trips = [A] + [B] + [C]				797	30	20	50	31	28	59
<u>Pass-by Trips</u>										
	Hotel	0%		0	0	0	0	0	0	0
	Shopping Center (Retail)	50%		<u>(19)</u>	<u>(1)</u>	<u>0</u>	<u>(1)</u>	<u>(1)</u>	<u>(1)</u>	<u>(2)</u>
	Subtotal [E]			(19)	(1)	0	(1)	(1)	(1)	(2)
[F] Area Intersection Trips = [D]+[E]				<u>778</u>	<u>29</u>	<u>20</u>	<u>49</u>	<u>30</u>	<u>27</u>	<u>57</u>

ATTACHMENT 3 Project Site plan

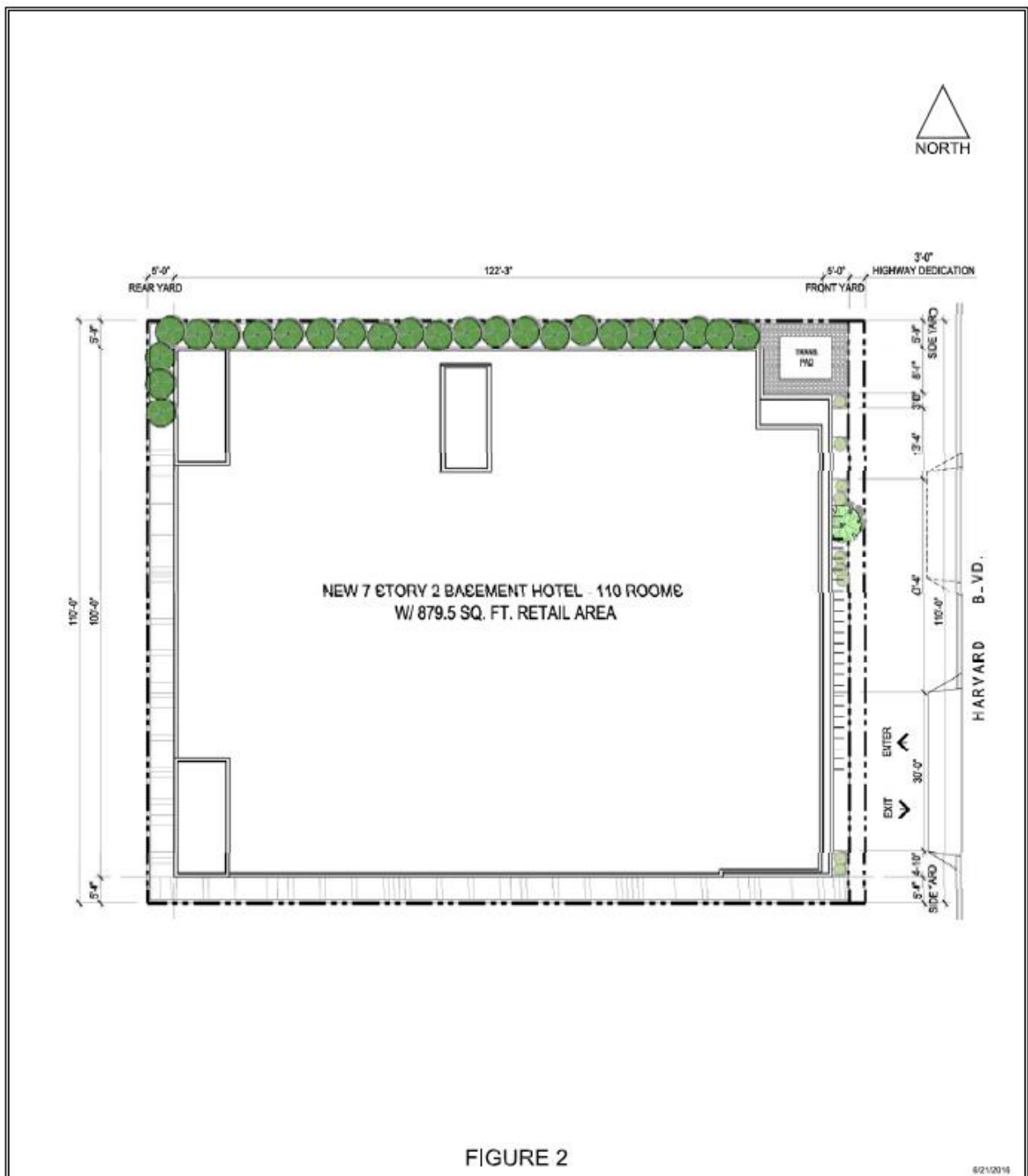


FIG. HARVARD (879.5) HOTEL SITE PLAN

PROJECT SITE PLAN



Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473-6508 F (310) 444-9771
www.crainandassociates.com

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 Pollution (Construction Activity)

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:

- 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.
- 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.
- 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.
- On-site power generators shall either be plug-in electric or solar powered.

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

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

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: None – ongoing operational compliance required.

Biology

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

- Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).

- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

Enforcement Agency: Board of Public Works

Monitoring Agency: Board of Public Works Urban Forestry Division

Monitoring Phase: Pre-Construction, Construction

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

Action Indicating Compliance: Issuance of Certificate of Occupancy

Transportation and Traffic

XVI-80 Pedestrian Safety

- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- 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