CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
CITY HALL 200 NORTH SPRING STREET LOS ANGELES CA 90012

Mitigated Negative Declaration

Lankershim Hotel Project

Case Number: ENV-2020-6951-MND
CPC-2020-6950-GPA-VZC-HD-ZAA-CU-CUB-SPR

Project Location: 5041-5057 N. Lankershim Boulevard and 11121 W. Hesby Street

Community Plan Area: North Hollywood – Valley Village

Council District: 2 – Krekorian

Project Description: The Project will construct a seven-story 88-foot tall hotel over one level of below-grade parking. The proposed structure would have a total floor area of 108,841 square feet, which will include 158 hotel guest rooms and associated amenities, 1,500 square feet of ground-floor retail space, and two restaurants totaling 7,850 square feet. The hotel will incorporate back-of-house facilities (e.g., laundry, etc.) and amenities, including an outdoor pool deck, fitness room, conference room and lobby. A total of 85 automobile parking spaces are planned, primarily within the below grade parking level, which will incorporate semi-automated lifts to allow vehicle stacking to conserve space. A total of 26 of the parking spaces would be for electric vehicle (EV) parking, with nine EV charging stations provided. A total of 48 bicycle spaces (24 long-term and 24-short-term) will be provided. The Applicant requests the following discretionary actions:

1. General Plan Amendment to revise the land use designation in the North Hollywood – Valley Village Community Plan from High Medium Residential to Community Commercial for 11121 W. Hesby Street (Lot FR6 of Tract TR7153) (LAMC § 12.32.E)
2. Vesting Zone Change from the R4 to C4 for 11121 W. Hesby Street, and Height District (HD) Change from HD 1 to HD 2D for entire site (LAMC § 12.32.F and Q)
3. Zoning Administrator's Adjustment to allow a 19 percent increase in density for a total of 158 guest rooms (169.3 square feet of lot area per guest room) (LAMC § 12.28.A)
4. Conditional Use Permit to allow a Hotel Use in the C4 zone within 500 feet of an R Zone, (LAMC § 12.24.W.24.(a))
5. Conditional Use Permit to allow on-site sales and dispensing of a full line of alcohol in conjunction with the operation of a new hotel with two restaurants. (LAMC § 12.24.W.1)
6. Site Plan Review. (LAMC § 16.05)
7. Vesting Tentative Tract Map (VTT-83142) for the vacation, merger and dedication of a portion of the alley and re-subdivision of the Project Site into one Master Ground Lot. (LAMC § 17.15)

PREPARED FOR:
The City of Los Angeles, Department of City Planning

PREPARED BY:
Envicom Corporation
4165 E. Thousand Oaks Blvd., Suite 290, Westlake Village, California 91362

APPLICANT:
NAPA INDUSTRIES, LLC
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AUGUST 2021

SECTION **PAGE NUMBER**

TABLES

FIGURES

APPENDICES

1.0 INTRODUCTION

The purpose of this Initial Study/Mitigated Negative Declaration (IS/MND) is to disclose and evaluate the environmental impacts of the Lankershim Hotel Project ("Project"), to be located on an approximately 0.71-acre infill site at 5041-5057 N. Lankershim Boulevard and 11121 West Hesby Street ("Project Site" or "Site") in the North Hollywood – Valley Village Community Plan Area of the City of Los Angeles (City).

PROJECT SUMMARY

The Project proposes to construct a seven-story 88-foot tall hotel over one level of below-grade parking on the Project Site. The proposed structure would have a total floor area of 108,841 square feet, which would include 158 hotel guest rooms and associated amenities, 1,500 square feet of ground-floor retail space, and two restaurants totaling 7,850 square feet. The two restaurants would consist of a 5,200 square foot restaurant located on the ground floor and second level with an outdoor dining area along Lankershim Boulevard, and a 2,200 square foot restaurant on the seventh level. Hotel amenities would include an outdoor pool deck and fitness room on the seventh level, a conference room on the 2nd level and a ground floor lobby. The Project's hotel component would also include an area for typical hotel "back-of-house" operations (i.e., laundry facilities, etc.). A total of 85 automobile parking spaces would be provided, primarily within the below grade parking level that would incorporate semi-automated lifts to allow vehicle stacking to conserve space. A total of 26 of the parking spaces would be for electric vehicle (EV) parking, with nine EV charging stations provided. The Project would also include bicycle parking areas with a total of 48 spaces (24 long-term and 24-short-term spaces).

The Project Site is located within a heavily urbanized area of the City. The eastern portion of the Project Site is currently zoned for commercial use (C4-1-CA)[1] and has a land use designation of Community Commercial. The western portion of the Project Site is zoned for residential use (R4-1)[2] and has a land use designation of High Medium Residential. The Project Site is currently developed with two single-story commercial buildings totaling approximately 8,350 square feet, a vacant lot, paved parking areas, and a north/south alley between the eastern and western parcels of the Site. A portion of one of the existing commercial buildings is currently occupied by a cannabis dispensary business, and the remainder of the existing commercial space is currently vacant. The 20-foot wide public alley extends from Hesby Street to the northwestern corner of the Project Site, which is currently used to access a garage entrance for the adjacent mixed-use apartment building to the north, as well as a trash pick-up area for the adjacent condominiums to the west. The Applicant proposes the vacation, merger and dedication of a portion of the alley and re-subdivision of the Project Site into one Master Ground Lot. Continued access to the adjacent uses would be maintained via the proposed relocated and dedicated alley from Hesby Street along the western boundary of the Site, which would also provide access to the Project's driveway entrance.

Surrounding land uses include a two-story, eight-unit residential condominium building to the west, a five-story, mixed-use building with 156 residential apartment units and ground floor retail and restaurant uses to the north, one-story commercial uses to the east, and a one-story bank building and parking lot to the south. Additional development in the immediate vicinity includes a seven-story mixed-use building with 297 residential apartment units and 26,000 square feet of commercial uses located just north of the adjacent five-story building.

[1] C4 allows commercial uses (including hotels) and/or multi-family residential (R4); height district 1 sets a floor area ratio (FAR) limit but does not set a height or story limit for C4 zone; CA indicates a Commercial and Artcraft District (Overlay Ordinance).
[2] R4 allows for multiple dwelling residential uses; height district of 1 sets a FAR limit but does not set a height or story limit.

The Project Site is located within a Transit Priority Area (TPA) pursuant to Senate Bill (SB) 743, and the Project Site is also located within a Transit Oriented Community (TOC) Tier 3,[3] as it is located approximately 0.5 mile from the Los Angeles County Metropolitan Transportation Authority (Metro) Red Line North Hollywood Station and the Metro Orange Line North Hollywood Station, and it is also served by multiple bus routes with stops in the near vicinity, including a bus stop located directly in front of the Site on Lankershim Boulevard that is served by Metro routes 224 and 156/656.

LEGAL AUTHORITY

As Lead Agency, the City of Los Angeles Department of City Planning (City Planning) has prepared this IS/MND in accordance with the California Environmental Quality Act (CEQA) of 1970 (Public Resources Code 21000–21189) and relevant provisions of the *CEQA Guidelines* (California Code of Regulations [CCR], Title 14, Division 6, Chapter 3, Sections 15000–15387), as amended.

Initial Study. Section 15063(c) of the CEQA Guidelines defines an Initial Study as the proper preliminary method of analyzing the potential environmental consequences of a project. To paraphrase from this Section, the relevant purposes of an Initial Study are:

(1) To provide the Lead Agency with the necessary information to decide whether to prepare an Environmental Impact Report (EIR) or a Mitigated Negative Declaration (MND);
(2) To enable the Lead Agency to modify a project, mitigating adverse impacts, thus avoiding the need to prepare an EIR; and
(3) To provide sufficient technical analysis of the environmental effects of a project to permit a judgment based on the record as a whole, that the environmental effects of a project have been adequately mitigated.

Negative Declaration or Mitigated Negative Declaration. CEQA Guidelines Section 15070 states a public agency shall prepare a Negative Declaration or Mitigated Negative Declaration for a project subject to CEQA when:

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

A MND may be used to satisfy the requirements of CEQA when a project would have no significant unmitigable effects on the environment.

[3] City of Los Angeles, Department of City Planning, Zone Information and Map Access System (ZIMAS), Accessed at http://zimas.lacity.org/ on June 15, 2020.

2.0 FINDINGS OF THIS INITIAL STUDY

The analysis in this IS/MND demonstrates that with the implementation of mitigation measures, the Project would have a less than significant impact on the environment with regard to all CEQA Checklist issues. For each issue addressed in Section 4.0, the impacts associated with development of the Project have been determined to be "Significant Unless Mitigation Incorporated," "Less than Significant," or "No Impact." For issues that were determined to be "Significant Unless Mitigation Incorporated," mitigation measures have been identified that would reduce impacts to below a level of significance.

3.0 PROJECT DESCRIPTION

PROJECT LOCATION AND EXISTING USES

The Project Site consists of approximately 0.71 acres located at the northwest corner of the intersection of Lankershim Boulevard and Hesby Street, in the North Hollywood – Valley Village Community Plan Area in the City. Addresses associated with the property consist of 5041-5057 N. Lankershim Boulevard and 11121 W. Hesby Street. The Project Site includes Assessor Parcel Numbers (APN) 2353-010-007, -008, -009, and -017, as well as a portion of the existing 20-foot wide public alley (to be merged), which is not associated with an APN. The Project location is shown in **Figure 3-1, Regional Location Map** and **Figure 3-2, Vicinity Map**. The existing conditions of the Project Site as seen from adjacent roadways are shown in **Figure 3-3, Photographs of the Project Site.**

The Project Site is located within a heavily urbanized area of the City. The eastern portion of the Project Site is currently zoned for commercial use (C4-1-CA)[4] and has a land use designation of Community Commercial. The western portion of the Project Site is zoned for residential use (R4-1)[5] and has a land use designation of High Medium Residential. Surrounding land uses include a two-story eight-unit residential condominium building to the west, a five-story mixed-use building with 156 residential apartment units and ground floor retail and restaurant uses to the north, one-story commercial uses to the east, and a one-story bank building and parking lot to the south. Additional development in the immediate vicinity includes a seven-story mixed-use building with 197 residential apartment units and 26,000 square feet of commercial uses located just north of the adjacent five-story building.

The Project Site is currently developed with two single-story commercial buildings totaling approximately 8,350 square feet, a vacant lot,[6] paved parking areas, and a north/south alley. A portion of one of the existing commercial buildings is currently occupied by a cannabis dispensary business, and the remainder of the existing commercial space is currently vacant. The 20-foot wide public alley extends from Hesby Street to the northwestern corner of the Project Site, which is currently used to access a garage entrance for the adjacent mixed-use apartment building to the north, as well as a trash pick-up area for the adjacent condominiums to the west. The Applicant proposes the vacation, merger and dedication of a portion of the alley and re-subdivision of the Project Site into one Master Ground Lot. Continued access to the adjacent uses would be maintained via the proposed relocated and dedicated alley from Hesby Street along the western boundary of the Site, which would also provide access to the Project's driveway entrance.

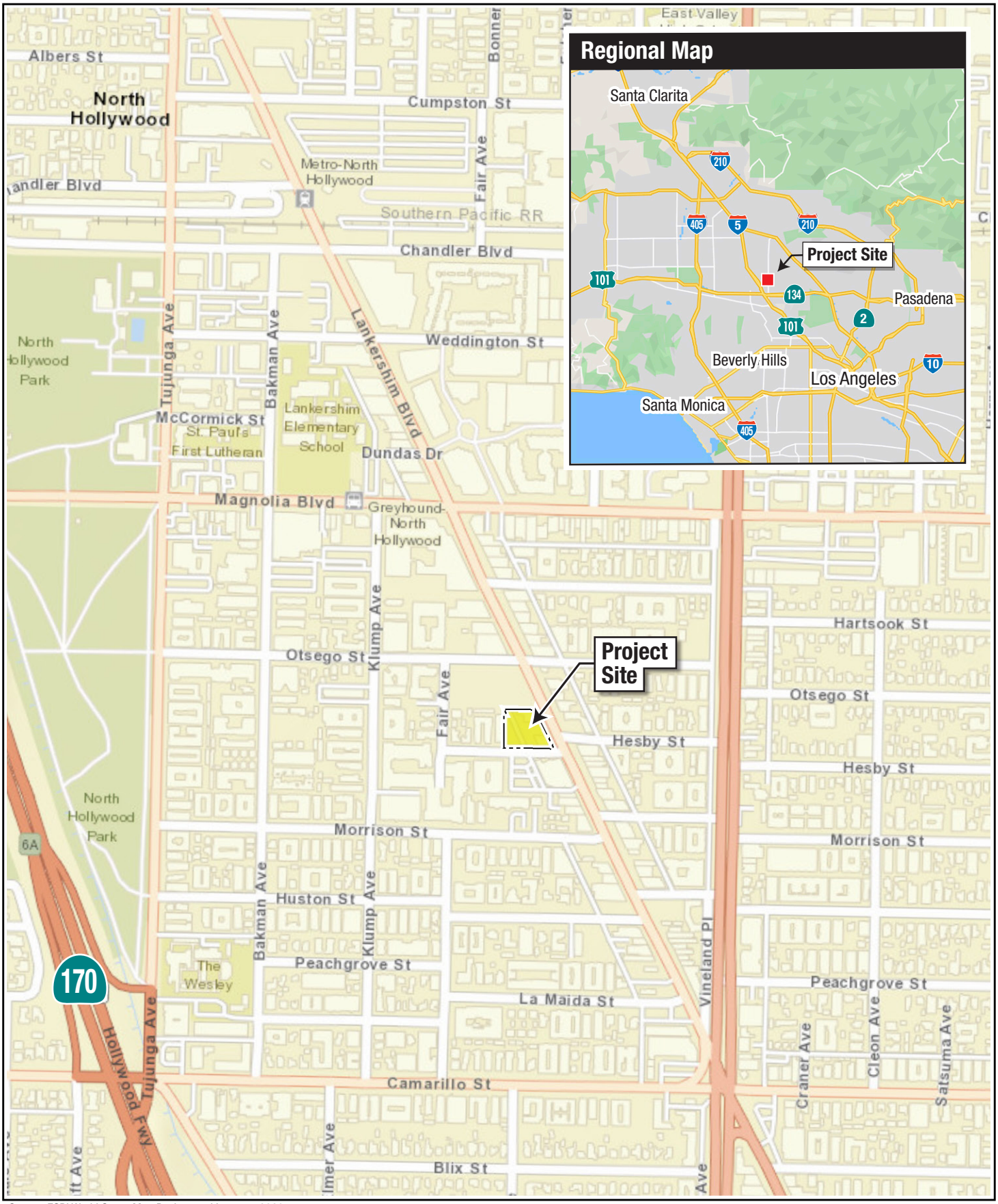
The Project Site is located within a TPA pursuant to SB 743, and the Project Site is also within a TOC Tier 3,[7] as it is located approximately 0.5 mile from the Metro Red Line North Hollywood Station and the Metro Orange Line North Hollywood Station and is also served by multiple bus routes with stops in the near vicinity, including a bus stop located directly in front of the Site on Lankershim Boulevard that is served by Metro routes 224 and 156/656.

[4] C4 allows commercial uses (including hotels) and/or multi-family residential (R4); height district 1 sets a floor area ratio (FAR) limit but does not set a height or story limit for C4 zone; CA indicates a Commercial and Artcraft District (Overlay Ordinance).

[5] R4 allows for multiple dwelling residential uses; height district of 1 sets a FAR limit but does not set a height or story limit.

[6] Historical photos provided in the Project's Phase I Environmental Site Assessment (prepared by Geocon, June 16, 2020) show the vacant portion of the property was also developed with a structure as recently as 2005.

[7] City of Los Angeles, Department of City Planning, Zone Information and Map Access System (ZIMAS), Accessed at http://zimas.lacity.org/ on June 15, 2020.



Source: ESRI World Street Map Background Imagery, 2020.

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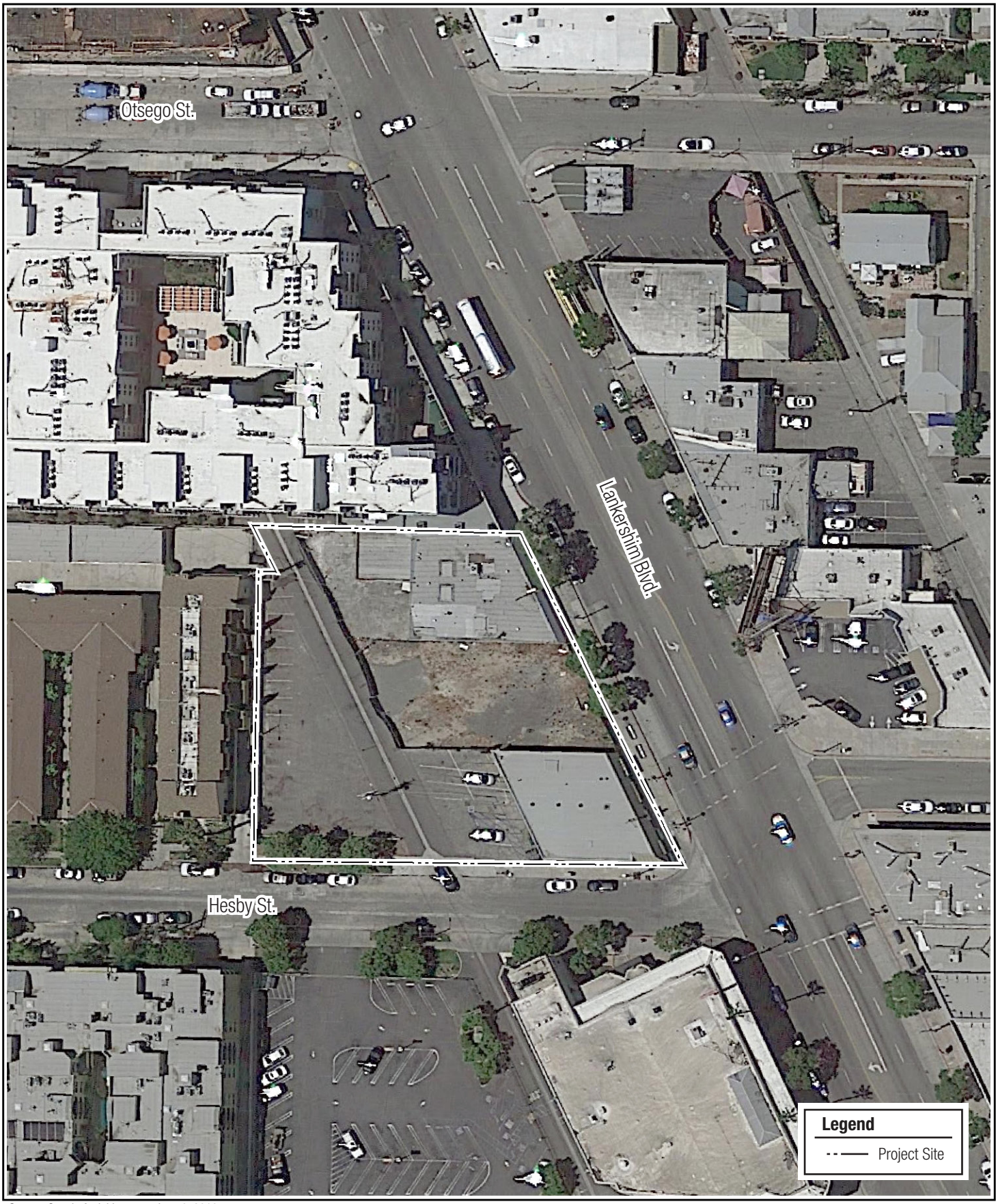
Regional Location Map

FEET 0 300 600

FIGURE 3-1



Source: Google Aerial Imagery, June 8, 2018.

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Vicinity Map

FEET 0 35 70

FIGURE 3-2

Photo 1 – Southerly view of Project Site frontage along Lankershim Boulevard. Photo taken May 14, 2020.

Photo 2 – Westerly view of Project Site frontage along Lankershim Boulevard. Photo taken May 14, 2020.

Photo 3 – Northwesterly view of Project Site frontage along Lankershim Boulevard. Photo taken May 14, 2020.

Photo 4 – Northeasterly view of Project Site from Hesby Street. Photo taken May 14, 2020.

Photo 5 – Northwesterly view of Project Site from Hesby Street. Photo taken May 14, 2020.

Photo Locations

Photographs of the Project Site

PROJECT COMPONENTS

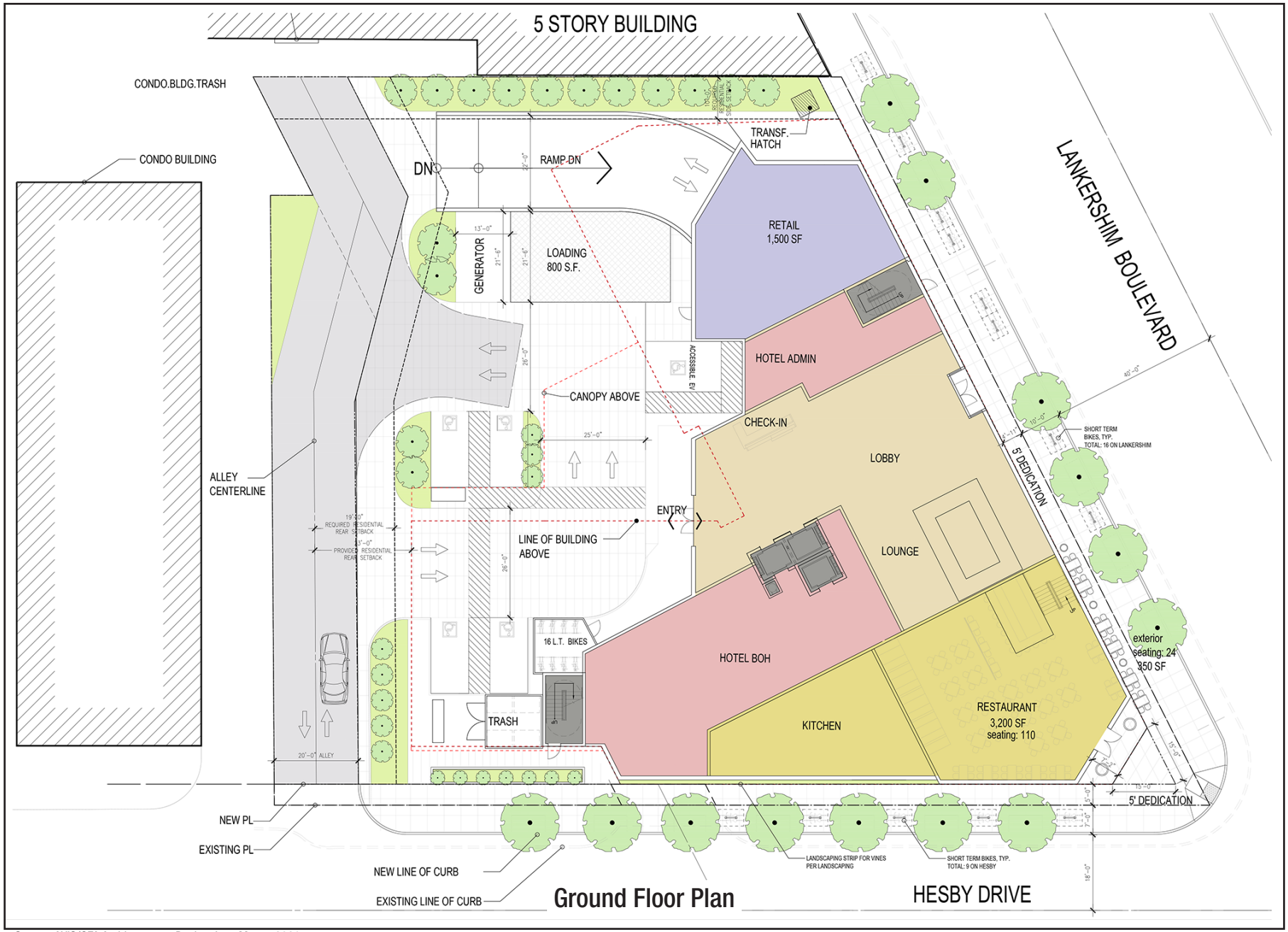
The Project proposes an infill development that would remove existing commercial buildings and paved parking from the approximately 0.71-acre Project Site and construct a seven-story, 88-foot tall mixed-use hotel structure over one level of below-grade parking. The proposed structure would have a total floor area of approximately 108,841 square feet, which would include 158 hotel guest rooms and associated amenities, 1,500 square feet of ground-floor retail space, and two restaurants totaling 7,850 square feet. The two restaurants would consist of a 5,200 square foot restaurant located on the ground floor and second level with an outdoor dining area along Lankershim Boulevard, and a 2,200 square foot restaurant on the seventh level. Hotel amenities would include an outdoor pool deck and fitness room on the seventh level, a conference room on the 2nd level, and a ground floor lobby. The Project's hotel component would also include an area for typical hotel "back-of-house" operations (i.e., laundry facilities, etc.). A total of 85 automobile parking spaces would be provided, primarily within the below grade parking level. The Project would also include bicycle parking areas with a total of 48 spaces (24 long-term spaces and 24 short-term spaces). **Figure 3-4, Site Plan (Ground Floor Level),** shows an overview of the proposed ground floor footprint. **Figures 3-5A through 3-5F, Floor Plans,** show the proposed general layout for each floor of the structure with the general configuration of guest rooms, commercial space, and parking. **Figure 3-6, Elevations**, depicts the floor heights, conceptual exterior colors, conceptual landscaping (street trees), and architectural design features. An architectural rendering of the Project as it would appear from street level is provided in **Figure 3-7, Architectural Rendering (Lankershim Blvd. View),** and architectural renderings of the building from an aerial perspective are provided in **Figure 3-8, Architectural Rendering (Aerial Views)** to illustrate the scale and layout of the building in the context of the existing development in the immediate vicinity. The Project would also provide landscaping within the Site with a combination of native and ornamental trees.

SITE ACCESS AND PARKING

Vehicular access to the Project Site would be provided from the relocated alley with access from Hesby Street as shown in Figure 3-4, Site Plan. The hotel driveway would provide access to a guest drop-off area, as well as the entrance to the Project's parking level. Continued access to the adjacent uses which are currently accessed by crossing the Project Site via an existing alley would be maintained via the proposed relocated and dedicated alley from Hesby Street along the western boundary of the Site, which would also provide access to the Project's driveway entrance. Pedestrian access to the hotel lobby and ground floor restaurant would be provided along Lankershim Boulevard. A total of 85 automobile parking spaces would be provided, with required accessible spaces located on the ground level and the remainder within the below grade parking level, some of which would incorporate semi-automated lifts for vehicle "stacking". The Project would include 26 EV parking spaces with nine EV charging stations. The Project would also include bicycle parking areas with a total of 48 spaces (24 long-term spaces and 24 short-term spaces).

CONSTRUCTION AND EARTHWORK

The infill Project would be constructed on a relatively flat, previously developed property. Construction activities are anticipated to begin in 2022, beginning with removal and relocation of a portion of the existing alley to the western boundary of the Site, removal of existing power poles and undergrounding of the existing overhead utilities, demolition of existing buildings, followed by grading/excavating, foundation and building construction, paving, and painting/coating activities. Grading would generally consist of excavation within the Site to create a basement level for parking, which would result in a net export of approximately 29,000 cubic yards (cy) of soil material. The Project has submitted a Proposed Haul Route application to the City, indicating soil export hauling would occur over a maximum of 26 days, with up to 100 truckloads leaving the Site per day during that period. The Project anticipates completion of construction in the year 2024.



Source: AXIS/GFA Architecture + Design, Inc., May 7, 2021.

Site Plan (Ground Floor Level)

FIGURE 3-4

Source: AXIS/GFA Architecture + Design, Inc., May 7, 2021.

Source: AXIS/GFA Architecture + Design, Inc., May 7, 2021.

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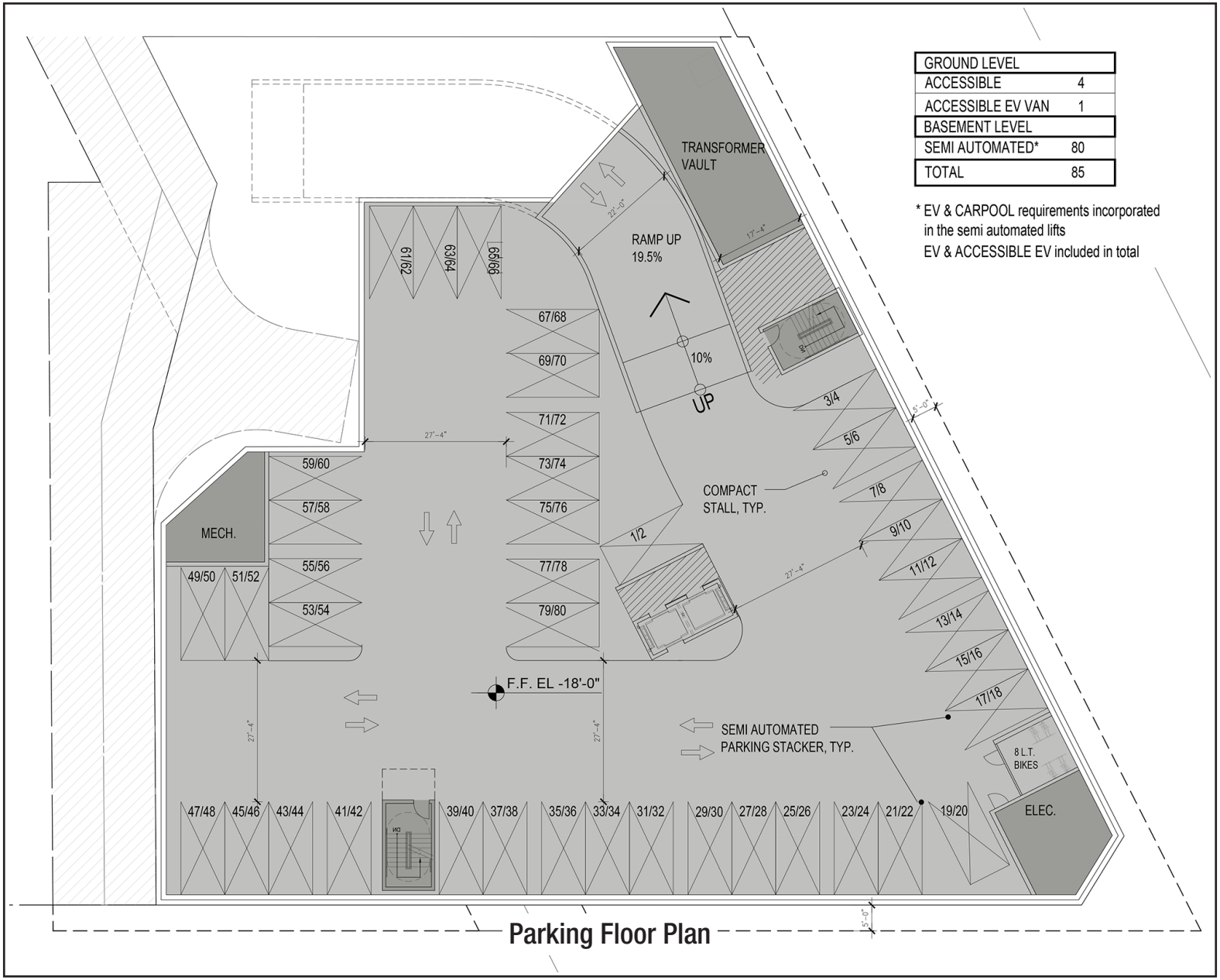
Floor Plans (Typical 3rd-5th Floors)

FIGURE 3-5B

Source: AXIS/GFA Architecture + Design, Inc., May 7, 2021.

Source: AXIS/GFA Architecture + Design, Inc., August 5, 2021.



Source: AXIS/GFA Architecture + Design, Inc., May 7, 2021.

Source: AXIS/GFA Architecture + Design, Inc., May 7, 2021.

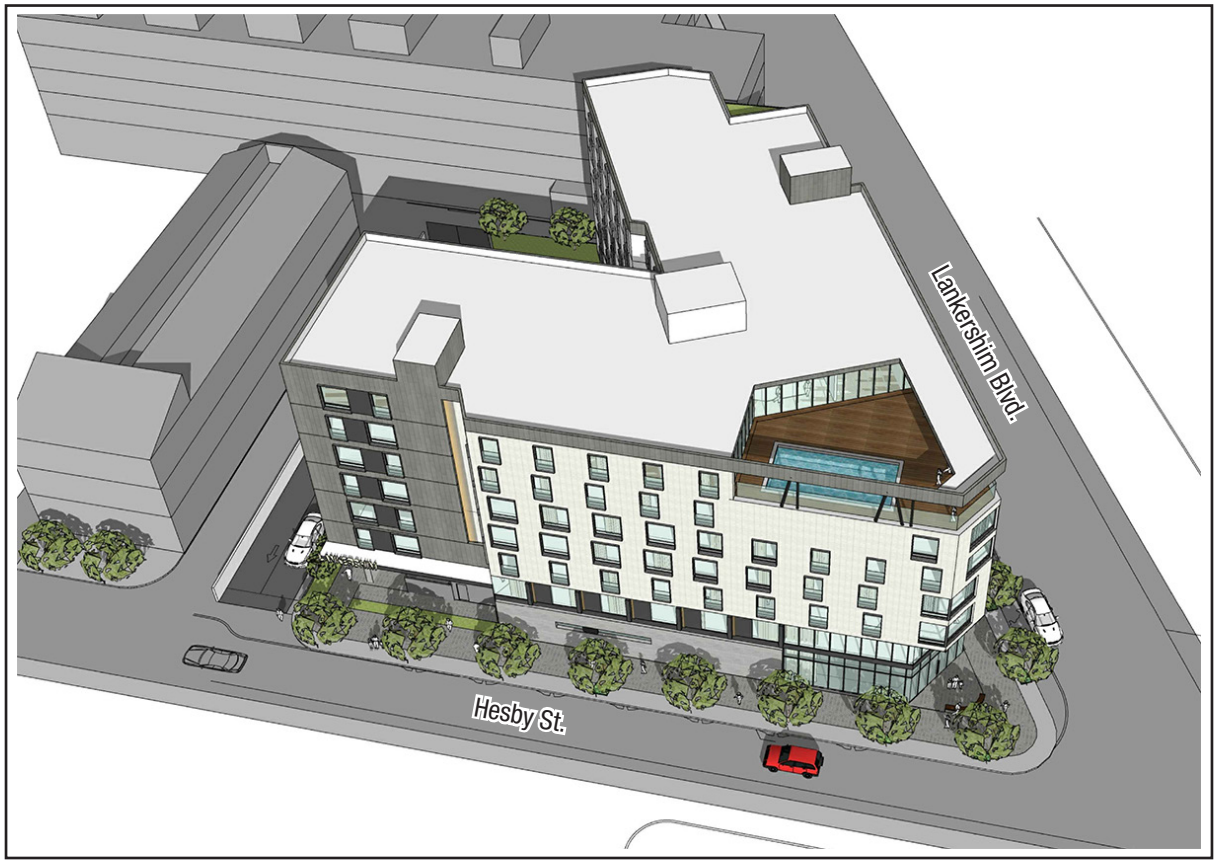
Elevations

FIGURE 3-6

Source: AXIS/GFA Architecture + Design, Inc., May 7, 2021.

Architectural Rendering (Lankershim Blvd. View)

FIGURE 3-7



Source: AXIS/GFA Architecture + Design, Inc., May 7, 2021.

Architectural Rendering (Aerial Views)

A conceptual construction fleet and duration of activities to accomplish construction of the Project is provided in **Table 3-1, Construction Activities and Equipment**.

Evaluated Project

The following evaluation provided in Section 4.0, Initial Study/Mitigated Negative Declaration, conservatively analyzes potential environmental effects of a 171-room hotel previously proposed for the Project Site, which included slightly more restaurant space, and the same size retail commercial use as the currently proposed Project described above. The only differences in the previously proposed and the currently proposed Project substantive to this analysis are a reduction in the number of hotel guest rooms (-13) and associated minor reduction in total square footage, as well as a slightly reduced number of automobile parking spaces (-4), and a minor reduction in the square footage of the seventh-floor restaurant (-450 square feet). As such, potential environmental impacts associated with the currently proposed 158-room hotel Project would be the same as, or marginally reduced, compared to the 171-room hotel that the following analysis has evaluated.

Table 3-1
Construction Activities and Equipment

Construction Phase	Duration [a]	Equipment Type and Quantity
Demolition	**10**	1 Excavator
		1 Loader
		1 Concrete Saw
		1 Tractor/Loader/Backhoe
Grading and Soil Export	**25**	1 Bore/Drill Rig
		1 Dozer
		1 Excavator
		1 Loader
		1 Tractor/Loader/Backhoe
Building Construction	**150**	1 Crane
		1 Forklift
		1 Aerial Lift
		1 Telehandler
		1 Concrete Pump
		1 Generator Set
		1 Welder
		1 Tractor/Loader/Backhoe
Paving	**5**	1 Paver
		1 Roller
Architectural Coating/Painting	**35**	1 Air Compressor

Source: Envicom Corporation, Lankershim Hotel Project Air Quality and Greenhouse Gas Impact Analysis (Appendix A).
[a] Durations and equipment pieces are conceptually based on the scale of the Site and proposed structure.

REQUIRED APPROVALS

Project implementation would require City approval of the following entitlement requests:

8. Per City of Los Angeles Municipal Code (LAMC) Section 12.32.E, a General Plan Amendment to revise the land use designation in the North Hollywood – Valley Village Community Plan from High Medium Residential to Community Commercial for the portion of the Project Site located at 11121 W. Hesby Street (Lot FR6 of Tract TR7153).

9. Per LAMC Sections 12.32.F and 12.32.Q, a Vesting Zone and Height District Change as follows:

    a) Vesting Zone Change from the R4 Zone to the C4 Zone for the portion of the Project Site located at 11121 W. Hesby Street (Lot FR6 of Tract TR7173), such that the entire Project Site would be in the C4 Zone.

    b) Height District Change from Height District 1 (on the R4 and C4 Parcels) to Height District 2D across the entire Project Site. The proposed "D" Limitation will allow for the total floor area for the entire Site not to exceed approximately 108,841 square feet (4.35:1 floor area ratio, or FAR), in lieu of the 6:1 FAR otherwise permitted in Height District 2.

10. Per LAMC Section 12.28.A, a Zoning Administrator's Adjustment to allow a 19 percent increase in density for a total of 158 guest rooms (169.3 square feet of lot area per guest room) in lieu of 133 guest rooms (200 square feet of lot area per guest room).

11. Per LAMC Section 12.24.W.24.(a), a Conditional Use Permit to allow a Hotel Use in the C4 zone located within 500 feet of an R Zone.

12. Per LAMC Section 12.24.W.1., a Conditional Use Permit to allow the on-site sales and dispensing of a full line of alcohol in conjunction with the operation of a new hotel with two restaurants.

13. Per LAMC Section 16.05, approval of Site Plan Review.

14. Per LAMC Section 17.15, a Vesting Tentative Tract Map (VTT-83142) for the vacation, merger and dedication of a portion of the alley and re-subdivision of the Project Site into one Master Ground Lot.

4.0 INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

PROJECT TITLE: Lankershim Hotel Project	**ENVIRONMENTAL CASE NO:** ENV-2020-6951-MND	**RELATED CASES:** CPC-2020-6950-GPA-VZC-HD-ZAA-CU-CUB-SPR VTT-83142
PROJECT LOCATION: 5041-5057 N. Lankershim Boulevard/11121 W. Hesby Street, Los Angeles CA, 91601		
COMMUNITY PLAN AREA: North Hollywood – Valley Village	**COUNCIL DISTRICT:** 2 - Krekorian	**AREA PLANNING COMMISSION:** South Valley
EXISTING ZONING: C4-1-CA / R4-1	**GENERAL PLAN LAND USE:** Community Commercial / High Medium Residential	
LEAD CITY AGENCY: City of Los Angeles	**ADDRESS:** 200 N. Spring Street, Room 763, Los Angeles, California 90012	
STAFF CONTACT: Jessica Jimenez, Planning Assistant	**TELEPHONE:** (213) 978.1344	
APPLICANT NAME AND ADDRESS: Napa Industries, LLC 5739 Kanan Road, Suite #292 Agoura Hills, California 91301 Attention: Brook Fain		
PROJECT DESCRIPTION: The Project is a 0.71-acre infill development that would remove approximately 8,350 square feet of existing commercial space and construct a seven-story, 88-foot hotel with 158 guest rooms and 8,900 square feet of restaurant and retail space, and a subterranean parking level. The Project proposes the vacation, merger and dedication of a portion of the alley and re-subdivision of the Project Site into one Master Ground Lot, with a uniform land use of Community Commercial, and zoning of C4-2D for the entire property. See attached pages for additional details.		
ENVIRONMENTAL SETTING: The Project Site is located within a highly urbanized Transit Priority Area (TPA) area and Transit Oriented Community (TOC) Tier 3. Surrounding land uses include two-story multi-family residential to the west, five-story mixed-use with residential over ground-floor commercial use to the north, and single-story commercial uses to the east and south.		
OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED: LA Metro - Metro Adjacent Development Review (ZI No. 1117)		
CALIFORNIA NATIVE AMERICAN CONSULTATION REQUESTED: In compliance with AB 52, the City provided notice to 11 tribes on March 1, 2021. Two tribe(s) requested consultation within 30 calendar days of the notification letter: the Gabrieleño Band of Mission Indians – Kizh Nation (Gabrieleño) and the Fernandeño Tataviam Band of Mission Indians (Tataviam).		

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☒ Geology /Soils
☐ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials	☐ Hydrology / Water Quality
☐ Land Use / Planning	☐ Mineral Resources	☐ Noise
☐ Population / Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☒ Tribal Cultural Resources	☐ Utilities / Service Systems
☐ Mandatory Findings of Significance		

DETERMINATION: (To be completed by the 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 in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

☐ I find that 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 the 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. Therefore, an EIR Addendum will be prepared.

Name: Heather Bleemers
Title: Senior Planner, City of Los Angeles

Signature: _____ Date: 8/13/2021

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
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, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	☐	☐	☒	☐
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Impact Analysis

a-d. Less Than Significant Impact. The Project Site is located in a TPA within the City.[8] On September 2013, the Governor signed into law SB 743, which instituted changes to CEQA when evaluating environmental impacts to projects located in areas served by transit. SB 743 limits the extent to which aesthetics and parking are defined as impacts under CEQA. Specifically, Section 21099 (d)(1) of the Public Resources Code (PRC) states that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if:

1) The project is a residential, mixed-use residential, or employment center project, and
2) The project is located on an infill site within a TPA.

Section 21099 (a) of the PRC provides definitions for terms related to analysis of Transit-Oriented Infill Projects, including the following:

- "Employment center project" means a project located on property zoned for commercial uses with a FAR of no less than 0.75 and that is located within a TPA.

[8] City of Los Angeles, Zone Information and Map Access System (ZIMAS), Accessed on June 19, 2020 at: http://zimas.lacity.org/.

- "Infill site" means a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.
- "TPA" means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan.

The City's Zoning Information (ZI) File 2452 summarizes the provisions of SB 743 and PRC Section 21099,[9] including the defined terms above. As outlined by the City's ZI File No. 2452, visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact as defined by the City shall not be considered an impact for infill projects within TPAs pursuant to CEQA.

The Project proposes to redevelop the infill Project Site within a highly urbanized area of the City by replacing existing commercial use structures with a seven-story mixed-use hotel building with restaurant and retail facilities, providing employment opportunities within an area served by existing transit facilities. The Project Site is surrounded by existing urban uses, including commercial, residential, and mixed-use developments. The Project Site is located within a TPA, as it is located within 0.5 miles of the North Hollywood Metro Station, an existing major transit stop. The City's Zone Information and Map Access System (ZIMAS) also indicates that the Project Site is located within a TPA.[10] As the Project proposes to develop an employment center project on the infill Project Site within a TPA, pursuant to the provisions of SB 743 and the City's ZI File 2452, aesthetic and parking impacts are not considered significant impacts on the environment in this evaluation, and therefore a detailed aesthetics analysis is not required. Therefore, the Project's aesthetic impacts would be less than significant, and no mitigation is required.

Mitigation Measures: No mitigation measures are required.

[9] City of Los Angeles, Department of City Planning, Zoning Information File, ZI No. 2452, Accessed on June 17, 2020 at: http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf

[10] City of Los Angeles, Zone Information and Map Access System (ZIMAS), Accessed on July 17, 2020 at: http://zimas.lacity.org/.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Impact Analysis

a-e. No Impact. The Project Site is located within an urbanized area of the San Fernando Valley, which has been developed for decades and is zoned for commercial uses. The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) 2016 map of Los Angeles County Important Farmland[11] does not designate the approximately 0.75-acre Project Site or surrounding properties as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. As such, the Project would have no impact on agriculture or forestry resources, and no mitigation is required.

Mitigation Measures: No mitigation measures are required.

[11] California Department of Conservation, Division of Land Resource Protection, Los Angeles County Important Farmland 2016. ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/los16.pdf (accessed June 17, 2020).

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. 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?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Impact Analysis

The proposed Project would be located in an urban area of the eastern San Fernando Valley in the City's North Hollywood – Valley Village Community Plan Area, which is situated within the South Coast Air Basin ("Air Basin"). The Air Basin is bounded by the Pacific Ocean to the west, the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and San Diego County to the south. The South Coast Air Quality Management District (SCAQMD) is the agency responsible for regulating stationary sources of emissions in the Air Basin.

In addition to being a highly developed metropolitan region with a large population, the Air Basin's prevailing climate often includes light winds, shallow vertical mixing, and extensive sunlight, as well as the adjacent mountain ranges which hinder dispersion of air pollutants, can result in degraded air quality within the Air Basin.

The Project's estimated construction emissions were modeled using the California Emissions estimator Model (CalEEMod.2016.3.2), a statewide land use emissions computer model developed for the California Air Pollution Officers Association (CAPCOA) in collaboration with the California Air Districts to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with a variety of land use projects. The output reports from CalEEMod are included as an appendix to the Air Quality and Greenhouse Gas Impact Analysis, prepared by Envicom Corporation, dated October 2020, and included as **Appendix A.**

a. Less Than Significant Impact. A significant air quality impact could occur if the Project would conflict with or obstruct implementation of the applicable air quality plan.

In the Air Basin, the agencies designated to develop the regional air quality plan are the SCAQMD and the Southern California Association of Governments (SCAG). The SCAQMD 2016 Air Quality Management Plan (AQMP) is a regional blueprint for achieving federal air quality standards and healthful air, and includes integrated strategies and measures needed to meet the National Ambient Air Quality Standards (NAAQS) within the Air Basin, within which the Project Site is located. The AQMP focuses on achieving

clean air standards while accommodating population growth as forecast by the SCAG. The Project's proposed hotel guest rooms, two restaurants, and 1,500 square feet of retail space would not generate a substantial increase in regional population or employment growth, and it does not meet the criteria for statewide, regional, or areawide significance as defined in the CEQA Statute and Guidelines Section 15206.

The 2016 AQMP includes the following objectives:

- Eliminate reliance on future technologies measures (to show future attainment of air quality standards) to the maximum extent feasible.
- Calculate and take credit for co-benefits from other planning efforts.
- Develop a strategy with fair-share emission reductions at the federal, state, and local levels.
- Invest in strategies and technologies meeting multiple objectives regarding air quality, climate change, air toxics exposure, energy, and transportation.
- Identify and secure significant funding for incentives to implement early deployment and commercialization of zero and near-zero technologies.
- Enhance the socioeconomic analysis and pursue the most efficient and cost-effective path to achieve multi-pollutant and multi-deadline targets.
- Prioritize enforceable regulatory measures as well as non-regulatory, innovative and "win-win" approaches for emission reductions.

These objectives are not project-specific guidelines, and the Project would not interfere with the SCAQMD efforts to achieve these stated objectives. The 2016 AQMP represents a thorough analysis of existing and potential regulatory control options, includes available, proven, and cost-effective strategies, and seeks to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gases and toxic risk, as well as efficiencies in energy use, transportation, and goods movement.[12]

The 2016 overall control strategy is composed of stationary and mobile source emission reductions from traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies and reductions from federal sources, which include aircraft, locomotives and ocean-going vessels. These strategies are to be implemented in partnership with the CARB and United States Environmental Protection Agency (U.S. EPA). In addition, the RTP/SCS includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained within baseline emissions inventory in the AQMP. The Project Site is located within a TPA, where existing transit options reduce the need for reliance on personal vehicle transportation, and thus reduce associated automobile emissions consistent with general purposes of the AQMP in terms of land use planning for mixed-use transit-oriented development.

SCAQMD has continued to adopt and implement regulatory measures in order to reduce air pollution emissions from a wide range of sources and to reduce public exposure to unhealthful air pollution. The 2016 AQMP proposes robust reductions for oxides of nitrogen (NO_X) from new regulations on Regional Clean Air Incentives Market (RECLAIM) facilities (e.g., refineries, power plants, etc.), non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO_X emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives. The 2016 AQMP strategies also include development of incentive funding to advance deployment of new cleaner technologies at a pace that is not feasible through regulation alone. The Project would be required to comply with all regulations regarding appliances and equipment that would be applicable to the proposed uses, including regulations that relate to energy conservation and/or emissions reduction of criteria pollutants.

[12] South Coast Air Quality Management District, Final 2016 Air Quality Management Plan, March 2017.

The Project does not meet the criteria for statewide, regional, or areawide significance as defined in the CEQA Statute and Guidelines Section 15206. Additionally, the Project Site is located within a TPA, where existing transit options reduce the need for reliance on personal vehicle transportation, and thus reduce associated automobile emissions consistent with general purposes of the AQMP in terms of land use planning for transit-oriented development.

In addition, as discussed in the evaluation below, the Project's construction or operations activities would not result in emissions of criteria pollutants that exceed the SCAQMD's thresholds of significance. Therefore, the Project would not substantially affect conformance with the AQMP, nor would it obstruct its implementation; therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. A project may have a significant impact if it would 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. SCAQMD provides significance thresholds for emissions of criteria pollutants including: reactive organic gases (ROG), NO_X, carbon monoxide (CO), sulfur oxides (SO_X), and particulate matter (PM-10 and PM-2.5)[13]. Projects in the SCAQMD with daily emissions that exceed any of the following emission thresholds shown in **Table III-1, SCAQMD Daily Maximum Emissions Thresholds**, may be considered significant under CEQA guidelines.

Table III-1
SCAQMD Daily Maximum Emissions Thresholds

Pollutant	Construction (lbs./day)	Operations (lbs./day)
ROG	75	55
NO_X	100	55
CO	550	550
SO_X	150	150
PM-10	150	150
PM-2.5	55	55

Source: South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, Revision April 2019.

The SCAQMD guidance for evaluation of cumulative impacts under CEQA[14] states that "As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR" (the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions is an exception). Further, the SCAQMD guidance states that "Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant." SCAQMD recommends that public agencies perform cumulative impact analyses for air quality in the same manner as SCAQMD. As such, a project that does not exceed the emissions thresholds shown in Table III-1 would not have a cumulatively considerable net increase of any criteria pollutant.

[13] PM-10 and PM 2.5 refer to particulate matter of less than 10 microns and less than 2.5 microns, respectively.
[14] SCAQMD, White Paper on Potential Control Strategies to Address Cumulative Impacts From Air Pollution Appendix D, August 2003.

Construction Emissions

The Project's proposed construction activities would include the demolition of existing structures consisting of approximately 8,350 square feet of commercial building space and associated surface parking areas. The Project would construct a seven-story hotel building with associated amenities, 1,500 square feet of ground-floor retail space, and two restaurants totaling 7,850 square feet. Vehicle parking spaces would be provided primarily within a basement level garage equipped with lifts for vehicle stacking. Grading would generally consist of excavation within the Site to create a basement level for parking, which would result in a net export of approximately 29,000 cy of soil material.

During construction, emissions of air pollutants would be generated primarily from the use of heavy equipment on-site for construction of the new land uses, including exhaust from internal combustion engines and dust from earth moving activities. Dust emissions generated during construction are called "fugitive emissions," because such emissions are not amenable to collection and discharge through a controlled source. SCAQMD Rule 403 provides regulatory dust control measures that would apply to the minor grading related to the Project, because of the non-attainment status of the Air Basin for PM-10. The following dust control measures would be implemented during construction as needed to comply with Rule 403 regulations:

- Apply soil stabilizers or moisten inactive areas.
- Prepare a high wind dust control plan.
- Stabilize previously disturbed areas if subsequent construction is delayed.
- Water exposed surfaces as needed to avoid visible dust leaving the construction area (typically three times/day).
- Minimize in-out traffic from construction zone.
- Sweep streets daily if visible soil material is carried out from the construction area.

The Project's maximum daily construction emissions as calculated by CalEEMod are shown in **Table III-2**, **Construction Activity Maximum Daily Emissions**.

Table III-2
Construction Activity Maximum Daily Emissions

	Maximum Construction Emissions (lbs/day)					
	ROG	**NOx**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Mitigated[(a)]	31.1	42.6	17.4	0.1	3.1	1.2
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: Envicom Corporation, Air Quality and Greenhouse Gas Impact Analysis, October 2020.
Maximum emissions reported for summer or winter season, whichever is greater.
(a) Construction emissions reflect required compliance with SCAQMD Rule 403 for applying water during grading to reduce dust.

As shown in Table III-2, peak daily construction activity emissions of criteria air pollutants are estimated to be far below the SCAQMD thresholds of significance. Therefore, Project's potential to result in a cumulatively considerable net increase of any criteria pollutant during construction would be less than significant.

Although the Project's fugitive dust emissions would be below SCAQMD thresholds during construction, the Project would be required to implement appropriate dust control measures during construction in

compliance with SCAQMD Rule 403 - Fugitive Dust as described in **Regulatory Compliance Measure RC-AQ-1**.

Regulatory Compliance Measure RC-AQ-1: Construction Period Air Quality (Demolition, Grading, and Construction Activities)

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 miles per hour), to prevent excessive amounts of dust.
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.

Operational Emissions

The Project would generate emissions of criteria pollutants during the operations period, which would primarily be associated with mobile (vehicle) sources. The Project's maximum daily emissions of criteria pollutants during operations are shown in **Table III-3, Daily Operational Emissions**.

Table III-3
Daily Operational Emissions

Source	Operational Emissions (lbs/day)					
	ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	2.60	<0.01	0.02	<0.01	<0.01	<0.01
Energy	0.13	1.17	0.98	<0.01	0.09	0.09
Mobile	1.91	7.94	22.45	0.09	7.26	1.99
Total	**4.64**	**9.11**	**23.45**	**0.09**	**7.35**	**2.07**
AQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: Envicom Corporation. Air Quality and Greenhouse Gas Impact Analysis, October 2020.
Maximum emissions reported for summer or winter season, whichever is greater.
Totals may have minor discrepancies due to rounding.

As shown in Table III-3, the Project's operational emissions would be far below the SCAQMD maximum daily emission thresholds for criteria pollutants. Therefore, the Project's potential to result in a cumulatively considerable net increase of any criteria pollutant during operations would be less than significant.

Mitigation Measures: No mitigation measures are required.

c. Less Than Significant Impact. A significant impact may occur if a project would generate emissions that would expose sensitive receptors to substantial pollutant concentrations. Sensitive receptors are populations that are generally more susceptible to the effects of air pollution than the population at large. Land uses considered to be sensitive receptors include residences, long-term care facilities, schools, playgrounds, parks, hospitals, and outdoor athletic facilities. The closest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the Project would be existing multi-family residences that are located adjacent to the Project Site.

Local Significance Thresholds Impacts

The SCAQMD developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs). LSTs are only applicable to the following criteria pollutants: NO_X, CO, PM-10, and PM-2.5. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and they are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. According to SCAQMD guidance, the use of LSTs is voluntary, to be implemented at the discretion of local public agencies acting as a lead agency pursuant to the CEQA.[15]

Pursuant to SCAQMD LST Methodology for projects with boundaries located closer than 25 meters to the nearest receptor, LST screening levels for a 25-meter source-receptor distance were utilized for the Project.[16] LST pollutant screening level concentration data is currently published for one, two and five-acre sites. For the Project, thresholds for a one-acre site were used. This evaluation is based on the estimated on-site daily construction emissions for the phase and year representing the highest daily emissions. Daily averages would be lower than the reported maximum amounts.

Table III-4, LST - Maximum On-site Construction Emissions, shows the relevant thresholds and the estimated peak daily on-site emissions during the construction phases that would generate the highest level of on-site emissions for each pollutant evaluated for LST impacts. The emissions shown in Table III-4 include the application of water to exposed soils twice daily for dust suppression as required for compliance with SCAQMD Rule 403, Fugitive Dust, and included as RC-AQ-1.

Table III-4
LST - Maximum On-site Construction Emissions

LST 1 acre/25 meters E San Fernando Valley	Project LST Emissions (pounds/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum On-Site Emissions[(a)]	12.2	14.5	0.7	0.6
LST Threshold	**80**	**498**	**4**	**3**
Exceeds Threshold?	No	No	No	No

Source: Envicom Corporation, Air Quality and Greenhouse Gas Impact Analysis, October 2020.
Maximum emissions reported for any construction phase in summer or winter season, whichever is greater.
[(a)] Construction emissions reflect required compliance with SCAQMD Rule 403 and RC-AQ-1 for applying water during grading to reduce dust.

[15] SCAQMD, Localized Significance Thresholds, Accessed at: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds, October 26, 2020.

[16] South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, Revised July 2008. Accessed at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2 on October 29, 2019.

As seen in Table III-4, the peak on-site emissions during construction would not exceed the applicable SCAQMD LSTs, and as such, the Project's potential to generate emissions that would expose sensitive receptors to substantial pollutant concentrations would be less than significant.

Mitigation Measures: No mitigation measures are required.

d. Less Than Significant Impact. A significant impact may occur if a project would result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Substantial odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling materials used in manufacturing processes, as well as some sewage treatment facilities and landfills. As the Project involves no such land uses or types of activities, no odors from these types of uses or activities would occur.

Good housekeeping practices would be sufficient to prevent nuisance odors associated with operation of the proposed hotel, restaurant, and commercial space land uses, and the Project's trash receptacle areas would be enclosed and are sited approximately 60 feet from the nearest sensitive use. Therefore, potential operational odor impacts would be less than significant. During the construction phase, activities associated with the application of architectural coatings and other interior and exterior finishes, paving, or other construction activities may produce discernible odors typical of most construction sites. Such odors would be temporary based on the limited duration of each construction phase. As such, the Project's potential to emit objectionable odors affecting a substantial number of people would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and 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 the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (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?	☐	☐	☐	☒

Impact Analysis

This assessment evaluates biological resources within areas potentially subject to ground or vegetation disturbance by the proposed Project, including but not limited to the proposed development envelope and other areas subject to temporary construction disturbance. The Project Site is located within a highly urbanized area of the City. Surrounding land uses include multi-family housing and commercial uses. The Project Site is predominantly covered by impervious surfaces, including buildings and paved parking/alley areas, with the exception of a vacant lot that was previously developed with a commercial building as recently as 2005. The vacant lot portion of the Site consists of mostly barren ground with weedy growth and is surrounded by chain link fencing. Some existing street trees are located within sidewalk planters along the Lankershim Boulevard and Hesby Street frontages of the Project Site, as well as a small amount of ornamental turf grass. Existing vegetation in the immediate surroundings consists of ornamental

landscaping associated with adjacent development, which include some street trees and ornamental shrubbery.

There are no sensitive biological communities in the Project Site and vicinity. Sensitive biological communities include habitats that fulfill special functions or have special values, such as wetlands, streams, or riparian habitat. These habitats are protected under federal regulations such as the Clean Water Act; state regulations such as the Porter-Cologne Act, the California Department of Fish and Wildlife (CDFW) Streambed Alteration Program, and CEQA; or local ordinances or policies such as City or County of Los Angeles (County) tree ordinances, Special Habitat Management Areas, and General Plan Elements.

a. Less Than Significant Impact. A significant impact could occur if a project would result in a substantial adverse effect on any species identified as a candidate, sensitive or special-status species in local or regional plans. The infill Project Site is located within the North Hollywood area of the City and has previously been developed. The Project Site is zoned for commercial use along Lankershim Boulevard, and multi-family residential use on the western portion of the Site, although the Project would request that the entire Site be rezoned for commercial use. The previously disturbed Project Site consists of existing commercial buildings and pavement, with a relatively small vacant area that is primarily barren where a previous structure has been removed.

The Project Site and surrounding area is developed and has been urbanized for decades. Natural habitats would not be affected by construction activities, and no impacts on federally or state-listed species would occur. According to the Biogeographic Information and Observation System (BIOS),[17] which enables the management, visualization and analysis of biogeographic data collected by the CDFW, the San Fernando Valley Spine Flower (*Chroizanthe parryi var fernandina*) and Pallid Bat (*Antrozous pallidus*) have been documented to exist within the general North Hollywood area. However, the documentation of both of these species are non-specific to the Project Site or the immediate surroundings, which have been fully developed and would not provide suitable habitat for either of these species under existing conditions. Impacts on developed, urban landscapes would be limited to the currently developed areas and the removal of potential landscape vegetation (e.g., ornamental trees, grass, and shrubs). The Biological Resources Data provided by BIOS is provided in **Appendix B.1**.

Common wildlife, particularly birds, may be exposed to noise and other disturbance during construction, but these activities are typical of urban environments and species that may be likely to occur within the Site under the existing conditions would be those that are typically acclimated to these types of disturbance. Populations of common bird species, including migratory birds, are typically stable, and the loss of individuals would not substantially affect the species' population.

The Project would remove existing trees and shrubs from the Site, which if conducted during the nesting bird season (February 1 to August 31, but as early as February 1 for raptors), would have the potential to result in impacts to active bird nests, if present. Migratory non-game native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (Title 50 of the Code of Federal Regulations, or C.F.R., Section 10.13, List of Migratory Birds). Consistent with the MBTA, Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests, including raptors and other migratory nongame birds (as listed under the Federal MBTA). A nesting bird survey of the onsite trees and shrubs conducted prior to their removal, if such activities would occur during the nesting season, and observance of relevant buffer distances around active nests if present, would ensure compliance with the MTBA and the related California Fish and Game Code Sections.

[17] California Department of Fish and Wildlife, Biogeographic Information and Observation System (BIOS), data as of June 22, 2020.

Compliance with **Regulatory Compliance Measure RC-BIO-1** would provide protections for potential nesting birds.

Regulatory Compliance Measure RC-BIO-1: Nesting Birds

- Proposed Project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the nesting bird season, which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture of kill (Fish and Game Code Section 86).
- If Project activities cannot feasibly avoid the nesting bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
    1. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting nesting bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than three days prior to the initiation of clearance/construction work.
    2. If a nesting bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.
    3. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests), or as determined by the Qualified Biological Monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
    4. The Qualified Biologist shall record the results of the recommended protective measures described above to document compliance with applicable state and federal laws pertaining to the protection of nesting birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the Project.

The Project would be required to comply with existing federal and state laws, including the Federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code, respectively. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. No Impact. A significant impact could occur if a project would have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or the United States Fish and Wildlife Service (USFWS).

The Project Site and surrounding properties are located within a previously developed and urbanized area, and the Project Site does not include any natural communities such as riparian habitat, coastal sage scrub,

oak woodlands, or wetlands. Additionally, the Project Site is not located within a Significant Ecological Area (SEA) designated by the County.[18]

The Project Site is developed with existing commercial uses and an associated surface parking lot. The Site is also surrounded by existing urban development. Therefore, the Project would have no impact on sensitive natural communities.

Mitigation Measures: No mitigation measures are required.

c. No Impact. A significant impact could occur if a project has a substantial adverse effect on federally protected wetlands or waters of the United States (U.S.). According to the USFWS National Wetlands Mapper, no natural wetlands are located within the Project Site.[19] As the Project Site is urbanized and not located within any natural wetlands marshes, vernal pools, or waters of the U.S., the Project would not remove or otherwise impair such areas and would therefore result in no impact.

Mitigation Measures: No mitigation measures are required.

d. No Impact. A significant impact could occur if a project would substantially interfere with the movement of any native resident or migratory fish or wildlife species with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. A wildlife corridor contains physical connections that allow wildlife to move between areas of suitable habitat in both undisturbed landscapes and landscapes fragmented by urban development. The urbanized Site is not within an area identified as important to wildlife movement, such as a regional-scale habitat linkage or a wildlife movement corridor.[20] As the Project Site is not located within a wildlife corridor, the Project would not substantially interfere with migratory corridors or impede wildlife movement and would therefore result in no impact.

Mitigation Measures: No mitigation measures are required.

e. Less Than Significant Impact. A significant adverse effect could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City's Protected Tree Ordinance.[21] According to the Project's Arborist Report and Arborist Report Addendum (**Appendix B.2**), there are no native trees within the Site or adjacent to it that would be subject to the City's Protected Tree Ordinance. Non-native trees located within the Site consist of three trees along Hesby Street and four trees along Lankershim Boulevard.[22] The Arborist Report also identified a total of five non-native trees located on the adjacent property to the west. The four trees along Lankershim Boulevard are located within the public right-of-way, and therefore are considered to be street trees, the removal of which would be subject to the approval and tree replacement conditions set forth by the Board of Public Works.

The Project would remove the seven identified trees,[23] including the four street trees along Lankershim Boulevard, and would not remove any offsite trees on the adjacent property to the west. According to the Arborist Report, the Project would be required to replace the three non-native trees that are not street trees

[18] County of Los Angeles, Department of Regional Planning, General Plan 2035, Figure 9.3, Significant Ecological Areas and Coastal Resource Areas Policy Map, Adopted October 6, 2015.
[19] USFWS, National Wetlands Inventory, Surface Water and Wetlands, Accessed on June 23, 2020 at: https://www.fws.gov/wetlands/data/mapper.HTML.
[20] County of Los Angeles, Department of Regional Planning, General Plan 2035, Figure 9.2, Regional Habitat Linkages, Adopted October 6, 2015.
[21] City of Los Angeles, Los Angeles Tree Ordinance (No. 177404), LAMC, Sec. 12.21.
[22] McKinley & Associates, Arborist Report 5041-5057 N. Lankershim Blvd. and 11121 W. Hesby Street North Hollywood, California, August 30, 2020.
[23] McKinley & Associates, Arborist Report Addendum, January 4, 2021.

by planting trees within the Site at a 1:1 ratio. The removal of the four non-native street trees would require a Street Tree Removal Permit from the City's Bureau of Streets Urban Forestry Division, and replacement trees provided at a ratio to be specified in the permit to be obtained. The Arborist Report Addendum indicates that a street tree permit will likely require replacement street trees be provided at a 2:1 ratio. As the Project's landscaping plan indicates that a total of 13 street trees would be provided, the Project's new street trees would exceed a 2:1 replacement ratio. The street trees proposed to be planted would be pink trumpet trees (*Handroanthus heptaphyllus, or Handroanthus impetiginosus*) pending approval by the City's Bureau of Streets Urban Forestry Division.

As such, the Project would not conflict with local policies protecting biological resources. Compliance with **Regulatory Compliance Measure RC-BIO-2** would be required, which addresses the removal of street trees.

Regulatory Compliance Measure RC-BIO-2: 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 (eight-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 replacement trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

Through RC-BIO-2, the Project would be consistent with local regulations adopted for the protection of biological resources; therefore, Project impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

f. No Impact. A significant impact could occur if a project would be inconsistent with mapping or policies in any conservation plans of the types cited. The Project Site is not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Thus, the Project would result in no impact related to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plans.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in significance of a historical resource pursuant in CEQA Section 15064.5?	☐	☐	☒	☐
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to CEQA Section 15064.5?	☐	☐	☒	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

Impact Analysis

On July 29, 2020, Envicom Corporation completed a Phase I Cultural Resource Assessment of the Project Site to identify any known cultural resources previously recorded within or immediately adjacent to the proposed Project Site. The study included a cultural resource record search conducted by the South Central Coastal Information Center (SCCIC), a request for the Native American Heritage Commission (NAHC) to conduct a record search for Native American cultural resources, and a request for the Natural History Museum of Los Angeles County (NHM) to conduct a record search for paleontological resources, as well as a pedestrian survey of the Site. These record searches examined the Project Site plus a 0.25-mile area ("study area") around the Project Site, to assess the overall cultural resource sensitivity of the Project region. Additional databases that were examined during the Phase I Cultural Resource Assessment included historic regional maps, historic United States Geological Survey (USGS) maps, and historic Google Earth images. The University of California Santa Barbara (UCSB) Library Historic Aerial Photograph Database was also examined for images that included the Project Site. The Phase I Cultural Resource Assessment is provided in **Appendix C.1**.

The record search findings obtained at the SCCIC were negative for cultural resources within the Project property. One historic cultural resource was identified within the 0.25-mile radius surrounding study area, which consists of a City of Los Angeles Department of Water and Power (LADWP) building (a Los Angeles Historic-Cultural Monument) located approximately 300 feet northeast of the Project Site. The SCCIC also noted that a cultural study of the North Hollywood Redevelopment Project (which included the Project Site) was conducted, and that four historical buildings within the North Hollywood Redevelopment Project were also located within the study area. The Phase I Cultural Resource Assessment determined that the information provided by the SCCIC did not indicate any cultural resource issues of relevance to the Project.

a. Less Than Significant Impact. A project could have a significant impact if it would cause a substantial adverse change in the significance of a historical resource as defined in CEQA Section 15064. The Project Site is fully developed, with two existing commercial buildings and associated paved parking areas. The existing buildings consist of two commercial buildings built in 1937 and 1939. Based on the SCCIC records search and the review of historic maps, the structures are not significant historical resources. Therefore, based upon the results of the Phase I Cultural Resource Assessment, the Site does not contain known historically significant elements. None of the existing buildings on the Site are listed in

HistoricPlacesLA (SurveyLA),[24] and according to the City's ZIMAS, no portion or parcel of the Project Site is subject to a Historic Preservation Review, or has any other Historic Designation, and the Site is not located within a Historic Preservation Overlay Zone.[25] Therefore, although the existing structures are over 50 years old, neither possess qualities of historic significance, and removal of the buildings would have no impact regarding historic resources.

However, because the Project Site and vicinity was developed prior to the 1940's, the Phase I Cultural Resource Assessment determined that the area would be considered sensitive for unknown older historic resources below the surface of the developed Site. Although there are no records that indicate older historic resources (or any cultural resources) are known to exist on the Project Site, as the Project proposes to excavate soils on the Site to provide a basement garage level, grading and soil disturbance on the Site could encounter unknown items pre-dating the 1940's era that may exist beneath the soil surface. The Project would be required to comply with **Regulatory Compliance Measure RC-CR-1 (Archaeological Resources)**, which would ensure potential impacts to unknown archaeological (or older historic) resources would remain less than significant.

Regulatory Compliance Measure RC-CR-1: Archaeological Resources

- If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a Qualified Archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project Site. The found deposits will be treated in accordance with federal, state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. A significant impact could occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. Based on the criteria in the 2006 L.A. CEQA Thresholds Guide, a significant impact may occur if grading or excavation activities associated with a project would disturb archaeological resources that presently exist within the Project Site. Section 15064.5 of the State CEQA Guidelines defines criteria for historical resources or resources that constitute unique archaeological resources.

The Project is located in a highly urbanized area of the City and has been subject to past disturbance by development, including the construction of commercial buildings that currently occupy the Site, as well as previous buildings that have been removed. Based on a review of the City's Prehistoric and Historic Archaeological Sites and Survey Areas Map, the Project Site and immediately surrounding areas within a 0.25 mile radius do not contain any known archaeological sites or archaeological survey areas.[26]

The Phase I Cultural Resource Assessment of the Project Site included a search of SCCIC records to provide an inventory of all previously recorded archaeological and historic archaeological resources, as well as previously conducted archaeological investigations or studies, within the Project Site plus a 0.25-mile

[24] City of Los Angeles, Office of Historic Resources Department of City Planning, HistoricPlacesLA (SurveyLA), Accessed at http://historicplacesla.org/map on October 28, 2020.
[25] City of Los Angeles, Department of City Planning, Zone Information and Map Access System (ZIMAS), Accessed at http://zimas.lacity.org/ on June 15, 17, and 19, 2020 and October 15, 2020.
[26] City of Los Angeles, Citywide General Plan Framework Final Environmental Impact Report, certified August 2001, Figure CR-1 – Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles.

radius. On June 29, 2020, the record search findings obtained at the SCCIC were negative for cultural resources within the Site but identified one historic cultural resource within the broader study area. The assessment also requested NAHC review of the Sacred Lands File (SLF) to determine if any recorded Tribal Cultural Places or other sites of cultural importance were located within the Project Site or study area, which returned a negative result on March 18, 2021.

Due to the previous development of land uses on the Site, archaeological resources that may have existed near the Site surface are likely to have been disturbed or previously removed. However, the Project would likely result in deeper excavations than previously performed on the Site, particularly beneath existing parking lots, which often do not require deep excavations and may cover original intact soils at relatively shallow depths. As such, previously unknown archaeological resources may exist beneath the Project Site that could be uncovered during excavation activities. If previously unknown archaeological resources are found during excavation, the Project would be required to follow procedures detailed in California Public Resources Code Section (PRC) 21083.2. The required compliance would ensure any found deposits are treated in accordance with federal, state, and local guidelines, including those set forth in to PRC Section 21083.2. Compliance with the City's Regulatory Compliance Measure RC-CR-1, described above, would ensure that if any such resources are found during construction of the Project, they will be evaluated and handled according to the proper regulations. Therefore, Project impacts to archaeological resources would be less than significant.

Mitigation Measures: No mitigation measures are required.

c. Less Than Significant Impact. Based upon the criteria established in the 2006 L.A. CEQA Thresholds Guide, a project-related significant adverse effect could occur if grading or excavation activities associated with a project would disturb previously interred human remains. No known human burials have been identified on the Project Site or its vicinity. However, due to the proposed excavation activities of the Project, it is possible that unknown human remains could be uncovered at the Project Site, and if proper care is not taken during construction, damage to or destruction of these unknown remains could occur. If human remains are encountered unexpectedly during demolition, grading, and/or construction activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. The Project would be required to comply with **Regulatory Compliance Measure RC-CR-4 (Human Remains)**, which would ensure potential impacts related to the disturbance of unknown human remains would be less than significant.

Regulatory Compliance Measure RC-CR-2: Human Remains

- If human remains are encountered unexpectedly during construction, demolition, and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition pursuant to California Public Resources Code Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
    - Stop immediately and contact the County Coroner:
      1104 N. Mission Road
      Los Angeles, CA 90033
      323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
      323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
    - If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).

- The NAHC will immediately notify the person it believes to be the most likely descendent (MLD) of the deceased Native American.
- The MLD has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the owner does not accept the MLD's recommendations, the owner or the descendent may request mediation by the NAHC.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. ENERGY. Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Impact Analysis

The following analysis is based on the Air Quality and Greenhouse Gas Impact Analysis and emissions estimates calculated using CalEEMod, prepared by Envicom Corporation, dated October 2020, (Appendix A), and the calculations included in the Construction Fuel Consumption Worksheet, provided in **Appendix D.**

a. Less than Significant Impact. A significant impact could occur if a project would result in wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation.

Construction

During construction, the Project would use heavy-duty equipment associated with demolition, Site preparation, grading, paving, architectural coating and building. Construction equipment used on the Site would include excavators, graders, dozers, scrapers, air compressors, cranes, forklifts, generators, welders, rollers, pavers, and tractors equipped with front end loaders and backhoes. Construction also involves trucks for material and supplies delivery, as well as powered hand tools, including concrete saws. The majority of the equipment would likely be diesel-fueled. However, smaller equipment such as welders and pumps may be electric-, gasoline-, or natural gas-fueled, and tower cranes would likely be powered by electricity.

The CCR requires drivers of diesel-fueled commercial motor vehicles with gross vehicle weight ratings greater than 10,000 pounds not to idle the vehicle's primary diesel engine longer than five minutes at any location.[27] Compliance with this regulation would also result in efficient use of construction-related energy and prevent unnecessary consumption of energy from diesel fuel.

According to carbon dioxide (CO_2) emission factors for transportation fuels published by the U.S. Energy Information Administration,[28] burning one gallon of diesel fuel generates approximately 22.4 pounds of CO_2 and burning one gallon of petroleum-based gasoline produces approximately 19.6 pounds of CO_2. Based on these emissions factors and the Project's total construction-related CO_2 emissions, Project consumption of diesel and petroleum-based gasoline during construction was calculated and is shown in **Table VI-1, Total Fuel Consumption During Project Construction**. The calculations are shown in a Construction Fuel Consumption Worksheet provided in Appendix D.

[27] California Code of Regulations, Section 2485, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.
[28] U.S. Energy Information Administration, Environment Carbon Dioxide Emissions Coefficients, February 2, 2016.

Table VI-1
Total Fuel Consumption During Project Construction

Energy Type	Total MT CO_2	Total CO_2 pounds [a]	CO_2 emission factors	Total Gallons Consumed
Total Diesel	356.2	3,047,671	22.4	**35,057**
Total Gasoline	47.3	348,110	19.6	**5,320**

Source: CalEEMod, Construction Fuel Consumption Worksheet, Appendix D.
[a] 1 MT = 2,204.62 lbs. (approx.)

As shown in Table VI-1, based on the U.S. Energy Information Administration fuel consumption factors, and the Project's estimated "total CO_2" emissions presented in the CalEEMod output sheets, it is estimated that the Project's construction activities would consume a total of approximately 35,057 gallons of diesel fuel and approximately 5,320 gallons of gasoline. In 2015, 15.1 billion gallons of gasoline were sold in California,[29] and 4.2 billion gallons of diesel, including off-road diesel, were sold in California.[30] As such, the use of construction equipment, transportation of materials, and workers necessary for Project construction would not represent a substantial proportion of annual gasoline or diesel fuel use in California.

Adherence to CCR Section 2485 and CARB anti-idling regulations for off-road diesel-fueled fleets would reduce the potential for wasteful use of energy by construction equipment. Due to the temporary duration of construction and the necessity of fuel consumption inherent in construction projects, fuel consumption would not be excessive or substantial with respect to fuel supplies. The energy demands associated with fuel consumption during construction would be typical of projects of this size and would not necessitate additional energy facilities or distribution infrastructure or cause wasteful, inefficient or unnecessary consumption of energy. Therefore, the Project's potential to result in environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during construction would be less than significant.

Operations – Electricity

The Project would generate additional demand for electricity from the LADWP. As estimated by CalEEMod, the Project's total electricity demand would be approximately 1,352,876 kilowatt hours per year (kWh/year) or 1,352.9 megawatt hours per year (MWh/year). The LADWP supplies more than 24 million MWh/year of electricity to the City's residential and business customers.[31] The Project would replace an existing use within the LADWP service area and represent approximately 0.005 percent of the yearly electricity demand, which is negligible in relation to the entire City's electricity demand. Therefore, the Project would not result in substantial increase in electricity demand.

In addition, the Project would be required to comply with the applicable portions of the California Energy Code and California Green Building Standards Code (CALGreen Code), which establish planning and design standards for sustainable development, energy efficiency, water conservation, and material conservation. The LADWP has increased renewable energy through active procurement of renewable resources included in the Renewable Portfolio Standard (RPS)[32] and the Strategic Long-Term Resource

[29] California Energy Commission, California Gasoline Data, Facts, and Statistics, Accessed October 19, 2020 at: https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-gasoline-data-facts-and-statistics.
[30] California Energy Commission, Diesel Fuel Data, Facts, and Statistics, Accessed October 19, 2020 at: https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/diesel-fuel-data-facts-and-statistics#:~:text=Diesel%20fuel%20is%20the%20second,including%20offroad%20diesel%2C%20was%20sold.
[31] LADWP, Power Today, Accessed on October 19, at: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-pastandpresent/a-p-pp-powertoday?_adf.ctrl-state=193qichyuu_4&_afrLoop=1595016012439636.
[32] LADWP, Power Today, Sustainability, Accessed on October 19, 2020 at: ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-pastandpresent/a-p-pp-powertoday?_adf.ctrl-state=193qichyuu_4&_afrLoop=1596243708636711.

Planning,[33] which specifies a roadmap for providing reliable and sustainable electricity use to customers through 2050. By required compliance with applicable regulations and continued energy efficient programs implemented by the LADWP, the Project's potential impacts regarding wasteful or inefficient use of electricity energy supplies would be less than significant.

Operations - Natural Gas

The Project would generate additional demand for natural gas from the Southern California Gas Company (SoCalGas). Total Project demand for natural gas would be approximately 4,360,164 thousand British thermal units per year (kBTU/year) as estimated by CalEEMod outputs. According to the California Energy Commission, the County consumed 3,048.32 million therms or 304,759,233,485 kBTU/year of natural gas in 2019.[34] The Project would represent approximately 0.001 percent of the natural gas consumption in the County in 2019, a negligible amount relative to Countywide consumption.

In addition, the Project is required to comply with applicable portions of the California Energy Code and CALGreen Code, which establish planning and design standards for sustainable development, energy efficiency, water conservation, and material conservation. By required compliance with applicable regulations, the Project's potential to result in impacts regarding wasteful or inefficient use of natural gas energy supplies would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less than Significant Impact. A significant impact could occur if a project would conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

The City of Los Angeles Department of Building and Safety (LADBS) reviews project site plans to verify compliance with the Building and Energy Efficiency Standards in the California Energy Code prior to issuing a building permit. As a regulatory requirement, the Project would be reviewed for consistency with applicable state and local plans for renewable energy and efficiency. The LAMC incorporates the CALGreen Code Title 24 standards. CALGreen Code standards require projects to provide energy saving features, establish minimum standards for energy efficient construction practices, and require increased energy efficiency. The Project would be built to the codes in effect at the time of construction. The Project Site is located in a TPA and TOC with multiple transit facilities including bus stops and a Metro station nearby and would provide pedestrian entrances to the hotel and restaurant from the sidewalk along Lankershim Boulevard to encourage pedestrian and transit use to reduce personal vehicle use. Additionally, the Project incorporates 24 short-term and 24 long-term bicycle parking spaces to encourage active transportation, and 26 EV parking spaces including nine EV charging stations to encourage EV use to reduce reliance on gasoline-fueled vehicles. As the Project would comply with regulatory requirements for building efficiency and incorporate features that encourage a reduction in the use of gasoline-fueled vehicles, the Project's potential to conflict with or obstruct a state or local plan for renewable energy or energy efficiency would be less than significant.

Mitigation Measures: No mitigation measures are required.

[33] LADWP, Power Strategic Long Term Resource Plan, December 2017.
[34] California Energy Commission, Gas Consumption by County, Los Angeles, Accessed on October 19, 2020 at: https://ecdms.energy.ca.gov/gasbycounty.aspx.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. 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.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. 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?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geological features?	☐	☒	☐	☐

Impact Analysis

The following section incorporates information for the Project Site provided by the Preliminary Geotechnical Engineering Investigation (Geotechnical Investigation), dated June 24, 2020, and prepared by GeoConcepts Inc., which is included as **Appendix E,** as well as the Project's Phase I Cultural Resource Assessment, prepared by Envicom Corporation, dated July 29, 2020, and included as Appendix C.1. The Los Angeles Department of Building and Safety Grading Division issued a Soils Report Approval Letter (dated November 10, 2020) for the Geotechnical Investigation (soils report) prepared for the Project.

a. i. Less Than Significant Impact. A significant impact could occur if a project site is located within a state-designated Alquist-Priolo Zone or other designated fault zone. According to the Geotechnical Investigation, the Project Site is not located within a state-designated Alquist-Priolo Earthquake Fault Zone. No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the Site. The closest surface trace of an active fault to the Site is the Hollywood Fault, located approximately 3.2 miles south from the Project Site.[35] As the Project Site is not located within a state designated Earthquake Fault Zone, the potential for future surface rupture on the Project Site is considered low, and potential impacts associated with fault rupture would be less than significant.

Mitigation Measures: No mitigation measures are required.

a. ii. Less Than Significant Impact. A significant impact could occur if a project represents an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically induced ground shaking hazards. The Project Site is located within a seismically active region, as is all of Southern California. The intensity of ground shaking depends primarily on the earthquake's magnitude, the distance from the source, and the Site's response characteristics. Several active and potentially active faults within the Los Angeles Basin area could affect the Project Site, such as the Hollywood Fault, and it is likely that future earthquakes will shake the subject property. However, this hazard is common in Southern California, and conformance with current building codes and engineering practices, as required by **Regulatory Compliance Measure RC-GEO-1 (Seismic Hazards)**, would ensure that potential ground shaking impacts are less than significant.

Regulatory Compliance Measure RC-GEO-1: Seismic Hazards

- The design and construction of the Project shall comply with the California Building Code seismic standards, as approved by the City of Los Angeles Department of Building and Safety.

Mitigation Measures: No mitigation measures are required.

a. iii. Less Than Significant Impact. A significant impact could occur if a Project would directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction.

Liquefaction is a process by which sediments below the water table temporarily lose strength and behave as a viscous liquid rather than a solid. The types of sediments most susceptible are clay-free deposits of sand and silts, although liquefaction may occasionally occur in gravel deposits. Liquefaction can occur when seismic waves, primarily shear waves, pass through saturated granular layers and distort the granular structure, causing loosely packed groups of particles to collapse. These collapses increase the pore-water pressure between grains if drainage cannot occur. If the pore-water pressure rises to a level approaching the weight of the overlying soil, the granular layer temporarily behaves as a viscous liquid rather than a solid.

According to the Geotechnical Investigation, the State of California Seismic Hazard Zone Map indicates that the Project Site is located within a liquefaction hazard zone. Because the Project Site is susceptible to liquefaction, a liquefaction analysis was performed for the Project using 61.5 feet of groundwater during Site testing, 15 feet of groundwater during an earthquake, and a magnitude 6.91 earthquake associated with a peak ground acceleration (PGA_M) of 0.632. The results indicate that liquefaction-induced settlement is estimated to be 2.21 inches and differential settlement estimated to be 1.11 inches, meaning the liquefaction potential at the Site is considered moderate to high. Based on the results of the liquefaction analyses, the Geotechnical Investigation provides recommendations for structural design to address this potential impact.

[35] City of Los Angeles, Zoning Information and Map Access System (ZIMAS), Accessed on July 29, 2020 at: http://zimas.lacity.org/.

The Project would be required to comply with the applicable portions of the State and City Building Codes to address potential liquefaction impacts. In addition, implementation of **Regulatory Compliance Measure RC-GEO-2 (Liquefaction Areas)**, would require that recommendations of the Geotechnical Investigation and conditions of the LADBS Grading Division's Soils Report Approval Letter be incorporated in the Project design and construction, which would ensure that potential liquefaction impacts are less than significant.

Regulatory Compliance Measure RC-GEO-2: Liquefaction Areas

- The Project shall comply with the Uniform Building Code Chapter 18. Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. The Project shall also comply with the conditions contained within the City of Los Angeles Department of Building and Safety (LADBS) Grading Division's Soils Report Approval Letter dated November 10, 2020 issued for the proposed Project, and as it may be subsequently amended or modified.

Mitigation Measures: No mitigation measures are required.

a. iv. No Impact. A significant impact could occur if a project would directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including landslides.

Landslides are a mass wasting phenomenon in mountainous and hillside areas that include a wide range of movements and occur when the stability of the slopes change to an unstable condition resulting from a number of factors including physical and/or chemical weathering of earth materials, unfavorable geologic structures relative to the slope geometry, erosion at the toe of a slope, and precipitation. The Project Site is a relatively flat infill property, all of which is, or has previously been, developed with commercial structures and/or paved parking areas. There is little topographical variation on the Site and in the surrounding vicinity, which precludes the potential for landslides and/or other hazards associated with hillside properties. In addition, the Site is not located within an earthquake-induced landslide hazard zone on the State of California Seismic Hazard Map. There are no known landslides near the Site, nor is the Site in the path of any known or potential landslides. Therefore, the Project would have no impact related to landslides.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. A significant impact may occur if a project would result in substantial soil erosion or the loss of topsoil. Although the Project Site is relatively flat, development of the Project has the potential to result in the erosion of exposed soils during Site preparation and construction activities. Potential erosion and sedimentation would be reduced by implementing Best Management Practices (BMPs) for erosion control, as required by the City's grading and building permit regulations.

All grading activities would require grading permits from the LADBS, which include requirements and standards designed to limit potential impacts to acceptable levels. In addition, all on-site grading and Site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills. Implementation of **Regulatory Compliance Measure RC-GEO-3** would ensure potential impacts related to sedimentation or erosion would be less than significant.

Regulatory Compliance Measure RC-GEO-3: Erosion/Grading/Short-Term Construction Impacts

- The applicant shall provide a staked signage at the Site with a minimum of three-inch lettering containing contact information for the Senior Street Use Inspector (City of Los Angeles Department of Public Works), the Senior Grading Inspector (from the City of Los Angeles Department of

Building and Safety, or LADBS) and the hauling or general contractor.

- Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the LADBS. The application of Best Management Practices includes but is not limited to the following:
    a. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the Site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
    b. Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

With incorporation of RC-GEO-3, the Project's potential impacts regarding sedimentation or erosion would be less than significant.

Mitigation Measures: No mitigation measures are required.

c. Less Than Significant Impact. A significant impact may occur if a project is 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. As discussed above, the Project is located in a relatively flat area, remote from steep slopes, and is not identified as an area susceptible to potential landslides. Lateral spreading is a term referring to landslides that form on gentle slopes and have a fluid-like flow movement. Based on the depth to groundwater discussed in the Geotechnical Investigation, liquefaction lateral spreads should not pose any significant hazard to the proposed development.

Potential liquefaction impacts are discussed above. RCM-GEO-2, which requires that a Soils Report Approval Letter be obtained from the LADBS, and also requires compliance with the conditions contained therein, would reduce potential liquefaction impacts to less than significant.

Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. The Site is not located within an area of known ground subsidence. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the Site or in the general Site vicinity. As there is little or no potential for ground subsidence due to withdrawal of fluids or gases at the Site, subsidence impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d. Less Than Significant Impact. A significant impact could occur if a Project is built on expansive soils as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. Based on the Geotechnical Investigation, expansive soils were not encountered on the Project Site. In addition, the Project would comply with applicable City building codes and implement recommendations included in the Geotechnical Investigation. As such, potential impacts associated with expansive soils would be less than significant.

Mitigation Measures: No mitigation measures are required.

e. No Impact. A significant impact may occur if a project site's soils are incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. The Project Site is located in a developed area of the City, which is served by an existing municipal wastewater collection, conveyance, and treatment system operated by the City. No septic tanks or alternative disposal systems would be necessary, nor are they proposed. Therefore, no impact would occur.

Mitigation Measures: No mitigation measures are required.

f. Potentially Significant Unless Mitigation Incorporated. A significant impact could occur if a Project would directly or indirectly destroy a unique paleontological resource or site or unique geological features. Paleontological resources are the fossilized remains of organisms that have lived in the region in the geologic past and the accompanying geologic strata. The potential for fossil occurrence depends on the rock type exposed at the surface in a given area. Sedimentary rocks contain the bulk of fossils in the City, although metamorphic rocks may also contain fossils.[36] As discussed in the Project's Phase I Cultural Resource Assessment (Appendix C.1), a request was made of the NHM to determine if known paleontological resources have been identified on the Site or within the study area. Based on the NHM response, as well as on information provided in the Geotechnical Investigation, the entire Project area has surficial deposits composed of younger Quaternary Alluvium, derived primarily as alluvial fan deposits. Quaternary Alluvial deposits are weathered bedrock material and sediments that have eroded from natural slopes and are deposited in generally flat lying areas and artificial fill. There were no known paleontological resources recorded on the Site or the near vicinity, which is a highly developed area of the City that has been subject to ground disturbance and excavation activities by various developments, including recent development of an adjacent structure, as well as the Metro Red Line, which is roughly aligned with Lankershim Boulevard in the Project vicinity. Although no paleontological resources are known to exist on-site or on properties in the immediate vicinity, the NHM indicated that vertebrate fossils could potentially exist within older Quaternary Alluvium materials at depths below the Site's younger Quaternary Alluvium layers. Implementation of **Mitigation Measure GEO-1 (Paleontological Resources)**, identified below, would ensure that if any such resources are encountered during construction of the Project, they would be handled according to the proper regulations and any potential impacts would be reduced to less than significant.

Mitigation Measures:

Mitigation Measure GEO-1 (Paleontological Resources)

- If any paleontological materials are encountered during the course of Project development, all further development activities shall halt and:
    a. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology – USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum – who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
    b. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
    c. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.

[36] City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, Page D.1-1.

d. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.

- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS. Would the project:				
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?	☐	☐	☒	☐

Impact Analysis

Emissions of GHG from human activity are implicated in global climate change. These GHGs contribute to an increase in the temperature of the earth's atmosphere by preventing long wavelength heat radiation in some parts of the infrared spectrum from leaving the atmosphere. According to California's 2017 Climate Change Scoping Plan, in California, as in the rest of the world, climate change is contributing to an escalation of serious problems, including raging wildfires, coastal erosion, disruption of water supply, threats to agriculture, spread of insect-borne diseases, and continuing health threats from air pollution. For purposes of planning and regulation, Section 15364.5 of the CCR defines GHGs as including CO_2, CO, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. CO_2 is the primary GHG emitted in California, accounting for 84 percent of total GHG emissions in 2015. Because the warming potential of the identified GHGs differ, GHG emissions are typically expressed in terms of CO_2 equivalents (CO_2e), providing a common expression for the combined volume and warming potential of the GHGs generated by a particular emitter. The total GHG emissions from individual sources are generally reported in metric tons (MT) and are expressed as MT of CO_2 ($MTCO_2e$).

Fossil fuel combustion in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. The transportation sector, primarily on-road travel, is the single largest source of CO_2 emissions in California. Additionally, about 50 percent of the industrial source emissions of CO_2 are from the refinery and oil and gas sectors. When the industrial source emissions from the oil and gas sectors are attributed to the transportation sector, the emissions associated with transportation amount to approximately half of statewide GHG emissions.

The Global Warming Solutions Act of 2006 (Assembly Bill, or AB, 32) required that the CARB determine the statewide 1990 GHG emission level and approve a statewide GHG emissions limit, equal to the 1990 level, to be achieved by 2020. As reported in the 2017 Climate Change Scoping Plan, California is on track to exceed its 2020 GHG reduction target. Executive Order B-30-15 and SB 32 extended the goals of AB 32 and set a 2030 goal of reducing emissions by 40 percent from 2020 levels.

The following analysis is based on the Air Quality and Greenhouse Gas Impact Analysis, prepared by Envicom Corporation, dated October 2020, and included as Appendix A. The Project's estimated emissions of GHGs during construction and operations were calculated using CalEEMod, which is discussed in Section III. Air Quality. The CalEEMod output sheets are included in Appendix A.

a. Less Than Significant Impact. A project could have a significant impact if would generate GHGs, either directly or indirectly, that may have a significant impact on the environment.

In determining the significance of impacts from GHG emissions, Section 15064.4 of CEQA specifies that a lead agency has the discretion to determine whether to quantify project-related GHG emissions or to rely on a qualitative analysis or performance-based standards. Section 15064.4 also states that a lead agency should consider the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. The CEQA Guidelines also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis.

The California Supreme Court's decision in the *Center for Biological Diversity v. California Department of Fish and Wildlife* (62 Cal.4th 204), also known as the Newhall Ranch Case, reviewed the methodology used to analyze GHG emissions in CEQA. The Supreme Court suggested that a lead agency might assess consistency with AB 32's goal in whole or in part by looking to compliance with regulatory programs designed to reduce GHG emissions from particular activities as one pathway to determining the significance of a Project's GHG emissions. This approach is consistent with CEQA Guidelines Section 15064, which provides that a determination that an impact is not cumulatively considerable may rely on compliance with previously adopted plans or regulations for the reduction of GHG emissions. The Court also suggested other pathways to compliance, including relying on existing numerical thresholds of significance for GHG emissions (if supported by substantial evidence).

In October 2008, SCAQMD staff proposed the use of a numerical threshold of 3,000 metric tons of CO_2e per year for evaluating GHG impacts of commercial/residential projects, based on meeting the AB 32 emission reduction target. However, SCAQMD has not formally adopted a GHG significance threshold for land use development projects.

Pursuant to the CEQA Guidelines Section 15064.4(a), this evaluation quantifies GHG emissions resulting from the Project. However, in the absence of an adopted numerical threshold by the City, state, or SCAQMD, this analysis relies on a combination of the quantification of GHG emissions as estimated for the Project using CalEEMod and an evaluation of the Project's consistency with relevant local GHG reduction plans to evaluate the Project's GHG impacts.

Construction Impacts

During construction, the Project would temporarily generate GHG emissions from use of construction equipment, and various construction materials (paint, asphalt, etc.) would also result in the short-term generation of GHG emissions. The Project's construction-related GHG emissions were modeled using CalEEMod as discussed in the Project's Air Quality and Greenhouse Gas Impact Analysis (Appendix A). As shown in the CalEEMod output for the Project, construction activities would generate a total of 405 $MTCO_2e$ emissions. The SCAQMD's GHG emissions evaluation guidance is to amortize construction emissions over a 30-year lifetime, which results in a Project amortized annual emissions of approximately 13.5 $MTCO_2e$ emissions.

Operations Impacts

Operation of the proposed Project would result in GHG emissions from mobile sources, on-site use of natural gas and landscaping equipment, and off-site sources, such as electricity generation, water distribution and treatment, disposal of solid waste, and treatment of wastewater. The operational generation of GHG emissions were calculated using CalEEMod, as recommended by the SCAQMD. Operational GHG emissions are shown in **Table VIII-1, Annual Greenhouse Gas Emissions**. As shown in Table VIII-1, the Project's annual GHG emissions were estimated to be approximately 2,616.54 $MTCO_2e$ annually, which includes operational GHGs with the addition of the amortized construction emissions.

Table VIII-1
Annual Greenhouse Gas Emissions

Consumption Source	$MTCO_2e$/year
Area Sources	< 0.1
Energy Utilization	989.1
Mobile Source	1,391.0
Solid Waste Generation	66.1
Water Consumption	63.3
Annualized Construction	13.5
Total	**2,523.0**
Source: CalEEMod.2016.3.1 output provided in Appendix A.	

As shown in Table VIII-1, with the addition of the amortized construction GHG emissions discussed above, the emissions model estimates that the Project would result in annual emissions of approximately 2,523$MTCO_2e$. Based on this analysis, the Project's quantified construction and operational period GHG emissions would be less than the SCAQMD-suggested screening level of 3,000 $MTCO_2e$. However, as discussed above, this analysis will use a qualitative discussion of plan consistency to determine the potential significance of the Project's contribution to global GHG emissions and resulting environmental effects.

The Project's ability to comply with various state, regional, and local planning efforts to reduce GHGs are summarized below.

Applicable Plans and Regulations

2020 RTP/SCS

The SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also referred to as Connect SoCal,[37] demonstrates the region's ability to attain and exceed the State's GHG emission reduction targets. The RTP/SCS is a regional plan for integrating the transportation network and related strategies with an overall land use pattern to accommodate projected growth, housing needs, and transportation demands.

The RTP/SCS focuses the majority of new housing and job growth in High-Quality Transit Areas (HQTAs) and other opportunity areas such as commercial corridors, resulting in more opportunity for transit-oriented development. The Project would be consistent with GHG reduction strategies in the RTP/SCS, which aim to reduce VMT by changing the region's land use and travel patterns, such as providing compact growth in areas accessible to transit, providing jobs closer to transit and in HQTAs, and providing biking and walking infrastructure to improve active transportation options, and transit access.

Los Angeles Green Building Code

The Los Angeles Green Building Code (LAGBC), found in Section IX, Article 9 of the Los Angeles LAMC, is based on the CALGreen Code that was developed and mandated by the state to attain consistency among the various jurisdictions within the state, reduce the building's energy and water use, reduce waste, and reduce the carbon footprint.[38] The LAGBC was adopted pursuant to the Los Angeles Green Building Ordinance No. 181,480 to assist in regulating and reducing GHG emissions. The Project would comply with the LAGBC by incorporating water and electricity use efficiency features, and it would meet

[37] Southern California Association of Governments, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, Adopted September 3, 2020.

[38] Los Angeles Department of Water and Power, Green Building and Sustainability, available at: https://www.ladbs.org/services/green-building-sustainability, accessed on July 12, 2019.

construction waste diversion requirements. Through regulatory compliance, the Project would be consistent with the provisions of the LAGBC.

Mobility Plan 2035

The Mobility Plan 2035, a subsection of the City General Plan, provides a policy foundation for achieving a transportation system that balances the needs of all road users and includes goals to target GHG emissions reductions through a more sustainable transportation system. Strategies to achieve this goal include utilizing land use policies aimed at shortening the distance between housing, jobs and services; offering more attractive non-vehicular alternatives; and creating Transit Demand Management (TDM) programs to support Citywide reductions in VMT per capita. The Project is consistent with these goals of the Mobility Plan 2035, as it represents urban infill development that would increase land use density within an area that is comprised of high density urban development, and because it would be a mixed-use development providing a combination of hotel, restaurant, and retail uses within the same Project Site. Additionally, the Project would provide long-term and short-term bicycle parking for employees and guests, solar-ready roof areas, as well as EV parking spaces, nine of which would be equipped with EV charging stations.[39]

The Project Site is located in a TOC (Tier 3),[40] within 0.5-mile walking distance from the North Hollywood Metro (Red Line) subway station and the Metro Orange Line Busway, and it is served by several bus stops within the Project vicinity. The nearest bus stop is located on Lankershim Boulevard directly in front of the proposed Project Site (Metro routes 224, and 156/656). Additional bus transit routes with bus stops within approximately 0.25 mile of the Project Site include Metro routes 183, and 152/353. Bus transit service in the near vicinity (available at the North Hollywood Metro Red Line station) also include Los Angeles Department of Transportation's (LADOT's) Commuter Express, Burbank Bus routes, and additional bus routes provided by Metro. These existing area transit features encourage the use of alternative transportation modes that would reduce VMT per capita. Further, the Project Site and vicinity is served by an existing sidewalk network providing pedestrian access for future users of the Project to the surrounding community, which also encourages use of transportation alternatives that reduce VMT and would be consistent with the goal of the Mobility Plan 2035 to increase the use of alternative transportation modes.

Green LA Plan and ClimateLA

The Green LA Plan (adopted April 2007) is the City's adopted Climate Action Plan (CAP) that aims to reduce GHG emissions to 35 percent below 1990 levels by 2030 by increasing the generation of renewable energy, improving energy conservation and efficiency, and changing transportation and land use patterns to reduce dependence on automobiles. To facilitate the implementation of these overarching goals, in 2008 the City adopted ClimateLA, an implementation program that provides detailed information about each action item discussed in the Green LA Plan framework. Action items range from harnessing wind power for electricity production and energy efficiency retrofits in City buildings, to converting the City's fleet vehicles to cleaner and more efficient models and reducing water consumption. Information about proposed and/or ongoing programs, opportunities for achieving the City's goals, specific challenges, and a list of milestones is provided for each action item. The Green LA Plan includes some action items that only address municipal facilities, and some action items aimed at facilitating changes in the private sector.[41]

Project consistency with the individual Green LA Plan and ClimateLA actions are included in the Air Quality and Greenhouse Gas Impact Analysis (Appendix A). The Project would not be in conflict with the goals of the Green LA Plan or actions and strategies of ClimateLA to reduce GHG emissions to 35 percent

[39] The number of EV capable spaces and EV charging stations provided will meet or exceed the City's requirements in effect or adopted at the time of permitting for the Project.

[40] City of Los Angeles, Department of City Planning, Zoning Information and Map Access System (ZIMAS), Available at http://zimas.lacity.org/ , Accessed on June 17, 2020.

[41] City of Los Angeles, December 2008, ClimateLA Program Document.

below 1990 levels by 2030 by increasing the generation of renewable energy, improving energy conservation and efficiency, and changing transportation and land use patterns to reduce dependence on automobiles.

Sustainable City pLAn 2019 and LA's Green New Deal

The Sustainable City pLAn 2019 provides targets, milestones, and initiatives for reaching short-term and long-term sustainability goals. Implementation of the pLAn includes annual progress reports, as well as major updates to the pLAn every four years. The Green New Deal is the first four-year update to the pLAn, providing more detail on the City's vision for a sustainable future and setting forth accelerated targets. The specified targets of the Sustainable City pLAn 2019 are further discussed in the Air Quality and Greenhouse Gas Impact Analysis (Appendix A).

The Project would be consistent with the emissions reduction and energy and water efficiency targets of the Sustainable City pLAn associated with individual project development, as it would comply with the performance requirements specified in the City's Building Code, including water and electricity use efficiency requirements. The Project would redevelop an underutilized infill property (including a surface parking lot, vacant lot, and vacant building) within an urbanized area, where multiple modes of transportation alternatives are available, including adjacent or nearby bus stops serviced by various routes, a Metro rail station, and pedestrian sidewalks. The Project Site is located within walking distance of multiple office, restaurant, retail, and entertainment opportunities that can be accessed by the Project's guests. Additionally, the Project would incorporate a mix of hotel uses, restaurants, and retail space within a TPA and TOC that would be available to residents and visitors to the area. Therefore, the Project would promote sustainability and would be consistent with the Sustainable City pLAn.

Plan Consistency Conclusion

In summary, the Project's net increase in GHG emissions would be below the SCAQMD suggested screening threshold of 3,000 $MTCO_2e$, and as an infill development, subject to current efficiency standards and code requirements, the Project would not conflict with the RTP/SCS, LAGBC, Mobility Plan 2035, the adopted CAP (Green LA), and other related codes and plans developed to reduce GHG emissions in the City, such as the Sustainable City pLAn. Therefore, the Project's potential impacts regarding GHG emissions would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. A significant impact could occur if a project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. As described in the evaluation discussed in Section VIII.a., the Project would be consistent with local and regional plans, policies, and regulations adopted for reducing GHG emissions. As such, the Project's potential to result in impacts regarding conflicts with GHG reduction plans would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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 that 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 or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

The following analysis is based on the Project Phase I Environmental Site Assessment Report (Phase I ESA) dated June 16, 2020, prepared by Geocon West Inc., and provided as **Appendix F.1** and a subsequent Soil Vapor Survey Report (SVS) dated June 3, 2021, also prepared by Geocon West Inc, and provided as **Appendix F.2**.

Impact Analysis

a. Less Than Significant Impact. A significant impact could occur if a project would create a significant hazard to the public or environment though the routine transport, use, or disposal of hazardous materials. During construction and operations, modest amounts of typical fuels, lubricants, cleaning supplies, and solvents would be used for housekeeping and janitorial purposes to construct and operate/maintain the proposed hotel and commercial components of the Project. Hotel, restaurant, and retail uses would not be anticipated to result in the routine transport, use, or disposal of hazardous materials in

substantial quantities. Further, the materials identified above would be stored, used, and disposed of in accordance with the manufacturer's specifications. Therefore, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during operations, and potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Potentially Significant Unless Mitigation Incorporated. A significant impact could occur if a project would 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.

Based on the Phase I ESA pedestrian survey, the Site is currently developed with two single-story buildings, an asphalt-paved parking area, a seven-foot-high chain-link fence, and a cinder-block wall. The on-site buildings previously hosted several former retail-commercial businesses including a florist, nail salon, beauty salon, and a dispensary, but are currently vacant. An active dispensary operates in the northern existing building. Debris including household items, paint cans, and a refrigerator were also observed on-site. Three pole-mounted transformers are currently located between the parking area and the buildings. Based on the pedestrian survey, no evidence of recognized environmental conditions (RECs) were observed on the Project Site.

According to the Phase I ESA, various commercial businesses occupied the Project Site between the years of 1921 and 2014. Between 1940 and 1950, a dry cleaners use was listed at 5045 N. Lankershim Boulevard. Although the Site is not listed on any release-related databases, the Phase I ESA acknowledges that the previous use of a dry cleaners facility on the Site predates record keeping for such incidents, and therefore indicates that this past use of the Site as a dry cleaner represents a REC, for the potential that volatile organic compounds (VOCs) may have been released which could pose a threat to future occupants via vapor intrusion to indoor air if present in the Site's subsurface. To address the identified REC, an SVS was conducted on the Site in the vicinity of the previous dry cleaner's facility (Appendix F.2) to assess the potential presence of VOCs in soil vapor beneath the Site and if present, determine the potential risk future site residents, workers, and visitors from vapor intrusion (i.e., VOC-impacted soil vapor migrating into indoor air). The results of the SVS indicate that VOC concentrations within the collected soil vapor samples were less than both California Department of Toxic Substances Control (DTSC) Screening Levels and U.S. Environmental Protection Agency (USEPA) Region 9 Regional Screening Levels for a commercial land use scenario, therefore indicating that there is not an increased risk to human health from the presence of VOCs in soil vapor beneath the Site. However, the SVS report recommends that a soil management plan be prepared that describes protocols and procedures for handling and disposal of soils and/or unknown underground equipment that may be encountered during excavation and earthmoving activities.

All grading activities would require grading permits from the LADBS, which include requirements and standards designed to limit potential impacts to acceptable levels. Although no evidence of contamination due to previous operations of a dry cleaners on the Project Site, **Mitigation Measure HAZ-1 (Soil Management Plan)** would ensure proper handling and disposal of excess soils removed from the Site during construction. Implementation of Mitigation Measure HAZ-1 would ensure that potential impacts related to reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be reduced to less than significant.

Mitigation Measures:

Mitigation Measure HAZ-1 (Soil Management Plan)

Prior to the commencement of soil-disturbing activities, the Applicant shall retain a qualified environmental professional to prepare a Soil Management Plan for review and approval by the City of Los Angeles Department of Building and Safety. Soil-disturbing activities include excavation, grading, trenching, utility installation or repair, and other human activities that may potentially bring contaminated soil to the surface. The approved Soil Management Plan shall be implemented during soil-disturbing activities on the Project Site and shall establish policies and requirements for the testing, management, transport, and disposal of soils. The Soil Management Plan shall describe specific soil handling controls required to assure compliance with local, state and federal overseeing agencies, as well as to prevent unacceptable exposure to contaminated soil and prevent the improper disposal of contaminated soils, if encountered.

c. No Impact. A significant impact may occur if a project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The Site is not located within one-quarter mile of an existing or proposed school. The closest school to the Project Site is The Wesley School, located approximately 0.8 miles west of the Site. Therefore, the Project would not create a significant hazard due to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and no impact would occur.

Mitigation Measures: No mitigation measures are required.

d. No Impact. A significant impact could occur if a project would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment. California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized release from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. A search of the California Environmental Protection Agency's (CalEPA's) Cortese List Data Resources databases[42] in the Phase I ESA showed that the Project Site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The search involved the following records:

- Department of Toxic Substances Control's (DTSC's) EnviroStor Hazardous Waste and Substances Site List;
- State Water Resources Control Board's (SWRCB's) GeoTracker database for Leaking Underground Storage Tank (LUST) sites, Department of Defense sites, and Cleanup Program sites, as well as GeoTracker irrigated lands, oil and gas production, operating permitted underground storage tanks (USTs), and Land Disposal sites;
- CalEPA's list of solid waste disposal sites;
- SWRCB's list of Cease and Desist Orders and Cleanup and Abatement Orders; and
- Other information required from the DTSC under Government Code Section 65962.5(a).

As noted in the Phase I ESA, the SWRCB Geotracker database indicated that the nearest hazardous materials cleanup to the Project Site is located approximately 900 feet north of the Project Site, which was

[42] California Environmental Protection Agency, Cortese List Data Resources, Accessed on June 22, 2020 at: https://calepa.ca.gov/sitecleanup/corteselist/.

comprised of gasoline-impacted soil associated with a gasoline station. The Geotracker database shows that this case was closed in 1996, indicating that the Site was remediated. The Phase I ESA determined that, based on the distance of this facility from the Site, release to soil only, and regulatory closure of this case, the facility is unlikely to have caused a REC at the Site. Therefore, the Project would not result in the creation of a significant hazard to the public or the environment as a result of previous uses being included in lists of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impact would occur.

Mitigation Measures: No mitigation measures are required.

e. No Impact. A significant impact could occur if a project would be 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, and would result in a safety hazard or excessive noise for people residing or working in the area. The Project Site is located approximately 2.5 linear miles southwest of the Bob Hope/Burbank Airport and is not located within the Planning Boundary, Airport Influence Area, or Runway Protection Zone of the Burbank Airport.[43] The Project would not place structures within a designated flight path, and it would not result in a safety hazard to people working or residing within the Project area regarding aircraft operations in the vicinity. No impact would occur.

Mitigation Measures: No mitigation measures are required.

f. Less than Significant Impact. A significant impact could occur if a project would interfere with an emergency response plan or emergency evacuation plan. The Project Site is located near Vineland Avenue and Magnolia Boulevard, both of which are shown as a Selected Disaster Routes in the Safety Element of the City General Plan.[44] Development of the Project Site may require temporary partial lane closures due to construction activities, and any such requirement to develop a Construction Period Traffic Control Plan would be performed in consultation with the LADOT prior to obtaining the grading permit. Nonetheless, while such closures may cause temporary inconvenience, they would only occur during the construction phase, and for a temporary time period. No complete street closures would occur, and the Project would not substantially interfere with emergency response or evacuation plans. The proposed Project would not cause permanent alterations to vehicular circulation routes or impede public access or travel upon public rights-of-way. Therefore, the potential to interfere with any adopted emergency response plan or emergency evacuation plan would be less than significant.

Mitigation Measures: No mitigation measures are required.

g. No Impact. A significant impact could occur if a project is located in proximity to wildland areas and would pose a potential fire hazard, which could affect persons or structures in the area in the event of a fire. The Project Site is located within a highly urbanized portion of the City and is not located in, or in close proximity to, a Very High Fire Hazard Severity Zone (VHFHSZ).[45] Therefore, no impact related to wildland fire would occur.

Mitigation Measures: No mitigation measures are required.

[43] Los Angeles County Department of Regional Planning, Airport Land Use Commission, Airport Influence Area, Accessed on June 17, 2020 at: http://planning.lacounty.gov/assets/upl/project/aluc_airport-burbank.pdf

[44] City of Los Angeles, Department of City Planning, General Plan, Safety Element, Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles, Adopted by City Council November 26, 1996.

[45] City of Los Angeles General Plan Safety Element, Exhibit D, Selected Wildfire Hazard Areas in the City of Los Angeles: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial on- or offsite erosion or siltation;	☐	☐	☒	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii. 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; or	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☐	☒
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Impact Analysis

a. Less than Significant Impact. A significant impact could occur if a project would violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality

The SWRCB (State Water Resources Control Board) and Los Angeles Regional Water Quality Control Board (Regional Water Board) have adopted Waste Discharge Requirements (Order No. R4-2012-0175) for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County (MS4 Permit). The SWRCB subsequently amended the MS4 Permit on June 16, 2015, (Order WQ 2015-0075). The Los Angeles County MS4 Permit specifies requirements for discharges within the County's Coastal watersheds. This MS4 Permit was issued in accordance with National Pollutant Discharge Elimination System (NPDES) Permit (No. CAS004001). The LAMC also provides Stormwater

and Urban Runoff Pollution Control requirements. As a regulatory requirement of these existing MS4 Permits and the LAMC (Chapter VI, Article 4.4, Stormwater and Urban Runoff Pollution Control), the Project would comply with applicable regulatory requirements to prevent the violation of water quality standards or the degradation of ground water quality.

During construction, temporarily exposed soils may be susceptible to erosion and sedimentation due to stormwater runoff. The Project is not steeply sloped and thus not expected to be subject to substantial erosion. However, implementation of Best Management Practices (BMPs) would be required, such as sandbag use, to minimize sediment transport to off-site drainage facilities.

As the Project would be required to implement BMPs to minimize erosion and sedimentation impacts and to obtain appropriate permits if conditions require dewatering, construction impacts regarding water quality and waste discharge requirements would be less than significant.

During operations, the Project would be subject to applicable requirements of the Low Impact Development (LID) Ordinance. Per the City's LID design guidelines, the Project Site will be designed such that it will not exceed the existing stormwater flows. As the Project Site is currently developed with impermeable surfaces over the majority of the Site, the proposed development would not be expected to significantly increase impermeable surface coverage.

The City's LID design guidelines require management of post construction stormwater runoff through the use of private catch basins, planter drains, and roof downspouts throughout the Project Site in order to collect roof and Site runoff, and direct stormwater to the LID system through a series of underground and internal storm drain collection pipes. The Project would minimize pollutants of concern from impacting surface water quality by maximizing the reduction of pollutant loadings to the maximum extent practicable under the direction of the City's LID ordinance.

Per the LID design guidelines, the Project would be required to capture and treat stormwater runoff as required, by infiltration, evapotranspiration, capture and use, or treated through high removal efficiency biofiltration/biotreatment system of all of the runoff on-site. Due to the Project's proposed subterranean parking, it is possible that deep infiltration under the basement floors would not be allowed. Therefore, the Project may be required to incorporate a stormwater capture and treatment system to meet the LID guidelines. All stormwater flows which exceed the design limits set by the LID design guidelines will be diverted and overflow to the City's street and storm drain system adjacent to the Project Site as required by the City.

The City reviews all plans for new development and redevelopment projects to ensure that the appropriate construction and operational BMPs are incorporated to address stormwater pollution prevention goals. **Regulatory Compliance Measures RC-HWQ-1** through **RC-HWQ-4,** described below, will assure that the Project will comply with requirements for stormwater management during construction and operations.

Regulatory Compliance Measure RC-HWQ-1: National Pollutant Discharge Elimination System General Permit

- National Pollutant Discharge Elimination System General Permit (NPDES). Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, NPDES No. CAS000002) (Construction General Permit) for the Project. The Applicant shall provide the Waste Discharge Identification Number to the City to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and implemented for the Project

in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

Regulatory Compliance Measure RC-HWQ-2: Dewatering

- If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, NPDES No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.

Regulatory Compliance Measure RC-HWQ-3: Low Impact Development Plan

- Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan (LID) and/or Standard Urban Stormwater Mitigation Plan to the City's Bureau of Sanitation Watershed Protection Division for review and approval. The LID Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

Regulatory Compliance Measure RC-HWQ-4: Development Best Management Practices

- The Best Management Practices (BMPs)shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed BMPs meet this numerical threshold standard shall be provided.

Project impacts related to the potential to violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. A significant impact could occur if a project would substantially decrease groundwater supplies or interfere with groundwater recharge such that it may impede sustainable groundwater management of the basin. During construction, excavations are not expected to encounter groundwater. In the unlikely event that groundwater is encountered during excavations, any potential dewatering during construction would be temporary and therefore would not have the potential to substantially alter groundwater levels. As such, construction impacts to groundwater levels would be less than significant.

During operations, the Project would be served by the LADWP for potable water supply and does not propose groundwater extraction. The Project Site is currently developed with structures, parking areas, and other impervious surfaces that generate runoff to the City's storm drain system. The proposed Project would be subject to applicable LID requirements to manage the incremental increase in runoff on-site by retention, infiltration or reuse, and therefore would not result in increased runoff or substantially reduce groundwater recharge rates. Therefore, the Project would not substantially deplete groundwater supplies or substantially

interfere with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. Thus, groundwater quantity impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

c.i. Less than Significant Impact. A significant impact could occur if a project would substantially alter the existing drainage pattern of the Site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would result in substantial on- or off-site erosion or siltation.

The Project Site is located in an urbanized area of the City and is currently developed with structures and paved parking areas. No streams or rivers pass through the Site, and the nearest surface water to the Site is the channelized Central Branch Tujunga Wash, located approximately 2,200 feet west of the Site.[46]

Stormwater runoff leaving the Site is conveyed by existing gutters to the storm drain system. As discussed above, the Project would be required to comply with the City's LID Ordinance to manage the quantity and quality of stormwater runoff. The LID Ordinance sets standards and practices to maintain or restore the natural hydrologic character of a development site, reduce off-site runoff, improve water quality, and provide groundwater recharge. During construction, the Project would be required to prepare and implement BMPs such as silt fencing that would reduce runoff leaving the Site and filter storm water to reduce erosion or siltation off-site. During operations, the Project would comply with the LID Ordinance requirements. Stormwater leaving the Site would continue to be conveyed to existing stormwater infrastructure on Lankershim Boulevard. Therefore, the potential for the Project to substantially alter the existing drainage pattern of the area resulting in substantial on- or off-site erosion or siltation would be less than significant.

Mitigation Measures: No mitigation measures are required.

c.ii. Less than Significant Impact. A significant impact could occur if a project would substantially alter the existing drainage pattern of the Site or area, including through the alteration of the course of a stream or river through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

No streams or river courses are located on the subject property. As the Project represents redevelopment of the infill Project Site that is currently developed, it would not substantially alter the existing drainage pattern. Additionally, the Project would be required to incorporate LID BMPS to manage any incremental increase in runoff on-site by infiltration, retention for on-site use, or other methods such that no net change in runoff volume would occur. Stormwater runoff from the Project Site would continue to be conveyed by existing street gutters to storm drain facilities as they are under existing conditions. As such, the Project would not substantially alter the drainage pattern or substantially increase the rate or amount of surface runoff that could result in flooding on- or off-site. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

c.iii. Less than Significant Impact. A significant impact could occur if a project would substantially alter the existing drainage pattern of the Site or area, including through the alteration of the course of a stream or river through the addition of impervious surfaces, in a manner which would create or contribute

[46] Geocon West Inc., Phase I Environmental Site Assessment Report 5041 – 5057 North Lankershim Boulevard and 11121 West Hesby Street North Hollywood, California, June 16, 2020.

runoff which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

As discussed above, the proposed Project would not result in a significant increase in stormwater runoff as it would not alter existing drainage patterns and would be required to incorporate LID BMPS to manage and treat runoff in accordance with the City's LID Ordinance. Therefore, the Project would not substantially increase runoff volumes that could affect the existing capacity of the stormwater drainage system or provide substantial additional sources of polluted runoff to the existing drainage system, or otherwise substantially degrade water quality, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

c.iv. No Impact. A significant impact could occur if a project would substantially alter the existing drainage pattern of the Site or area, including through the alteration of the course of a stream or river through the addition of impervious surfaces, in a manner which would impede or redirect flood flows. The Project is not located in a designated flood zone.[47] Stormwater runoff generated by the proposed building would be required to comply with the LID Ordinance to manage any incremental increase in runoff on-site. As such, the Project would have no impact regarding the potential to impede or redirect flood flows.

Mitigation Measures: No mitigation measures are required.

d. No Impact. A significant impact could potentially occur if a project would risk the release of pollutants from inundation due to location in a flood hazard, tsunami, or seiche zone.

The Project Site is located within Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Zone X, meaning it is determined to be outside of the 0.2 percent annual chance floodplain and is considered an "area of minimal flood hazard" as indicated by the FEMA National Flood Hazard Layer FIRMette map produced for the surrounding vicinity.[48] A seiche, a wave created when a body of water is shaken, is a concern at water storage facilities because inundation can occur if the wave overflows a containment wall. No major water retaining structures are located immediately upgradient from the Project Site and therefore, flooding from seiche is considered unlikely. The Project Site is not located in a flood hazard[49] or tsunami[50] zone, and it is not located in proximity to any large body of water subject to seiche conditions. As the Project is located within an urban environment and no surface water bodies are located on or near the Project Site, no impact pertaining to the risk of release of pollutants due to the Site's location in flood hazard, tsunami, or seiche zones would occur.

Mitigation Measures: No mitigation measures are required.

e. Less than Significant Impact. A significant impact could potentially occur if a project would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The urban infill Project Site was previously disturbed by the placement of impervious surfaces and development, and it does not propose groundwater extraction. The Project would be required to comply with the existing Regional Water Board Waste Discharge Requirements that are specified in the MS4 Permit. In compliance with the City's LID requirements, the Project would capture and treat

[47] Los Angeles County Department of Public Works, Flood Zone Determination Website, Accessed on June 19, 2020 at: http://dpw.lacounty.gov/wmd/floodzone/.
[48] Federal Emergency Management Agency (FEMA), National Flood Hazard Layer FIRMette
[49] Los Angeles County Department of Public Works, Flood Zone Determination Website, Accessed on June 19, 2020 at: http://dpw.lacounty.gov/wmd/floodzone/.
[50] City of Los Angeles, Zoning Information and Map Access System (ZIMAS), Accessed on June 19, 2020 at: http://zimas.lacity.org/.

stormwater consistent with existing regulations. Therefore, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XI. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Impact Analysis

a. No Impact. A significant impact could occur if a project would physically divide an established community. The Project Site is a relatively small infill property of less than one acre, located within an urbanized region of the North Hollywood – Valley Village Community Plan Area. The Site is currently developed with structures and fenced parking areas and is surrounded by existing development, including multi-family residential and commercial uses. Additionally, the proposed relocated public alley would maintain vehicular access from Hesby Street for adjacent multi-family residential uses to access an existing trash pickup area and a parking garage entrance. As such, the Project would not disrupt, divide, or isolate any component of the existing community. The Project would therefore not physically divide an established community and no impact would occur.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. A significant impact could occur if a project would cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The Project Site currently consists of multiple parcels. The eastern portion of the Site is currently zoned for commercial use (C4-1-CA) and has a land use designation of Community Commercial, and the western portion of the Site is zoned for residential use (R4-1) and has a land use designation of High Medium Residential. The Project would request to merge the subject parcels into one master lot, and thus require a General Plan Amendment and a zoning change for the western portion of the Site to be consistent with the designated land use and zoning on the eastern portion of the Site. Additionally, the Project is requesting a height district change from 1 to 2D across the Site, and an adjustment to allow a 19 percent increase in density, as well as CUPs to allow operation of the hotel in a commercial zone within 500 feet of a residential zone, and alcohol service associated with the proposed hotel and restaurant uses. A complete list of required approvals is provided in the Project Description (Section 3.0). As the Project Site is currently predominantly zoned for commercial uses, is surrounded by development including a five-story structure adjacent to the northern boundary, and as commercial uses and buildings of similar scale and height as the Project are not uncommon along Lankershim Boulevard, approval of these requested changes and adjustments would not be anticipated to cause a significant environmental impact due to conflicts with a plan, policy, or regulation with the purpose of mitigating an environmental effect. The Project would be consistent with the City General Plan and the City Zoning Ordinance (set forth in the LAMC), with approval of the Project's entitlement requests.

Regionally, the Project Site is located within the planning area of the SCAG, the federally designated metropolitan planning organization. SCAG is responsible for reviewing regionally significant local plans, projects, and programs for consistency with SCAG's adopted regional plans. As the proposed hotel use would be far less than 500 guest rooms, the Project does not meet the criteria for being regionally significant

pursuant to the CEQA Guidelines, Section 15206(b)(2)(D); therefore, no further analysis of SCAG consistency is required. The Project is also located within the planning area of the SCAQMD AQMP. As evaluated in Section III, Air Quality, the Project is consistent with the AQMP, and no further analysis is required.

City of Los Angeles General Plan North Hollywood – Valley Village Community Plan

The General Plan is a comprehensive, long-range declaration of purposes, policies and programs for the development of the City. The General Plan's Land Use Element consists of the City's 35 Community Plans. The Project Site is located within the boundaries of the North Hollywood -Valley Village Community Plan Area. The Community Plan does not provide policies specific to hotel development. The Community Plan's policy regarding residential land uses states that the low-density residential character of North Hollywood-Valley Village should be preserved and that single-family residential neighborhoods be protected from encroachment by other types of uses. The Project would be consistent with this policy as the Site consists of parcels that are currently designated for either Community Commercial or High Medium Residential land uses. Further, no residential uses currently exist on the Project Site, thus, the Site does not contribute to the residential character of the Community Plan Area. The Project would request a General Plan Amendment for the residential use designation on the western portion of the Site to be redesignated to Community Commercial, consistent with the land use designation on the eastern portion of the Site. All existing development surrounding the Project Site consists of either multi-family residential or commercial uses.

The Community Plan's policy discussion regarding commercial uses does not specifically address hotel development. However, the Community Plan's discussion of policies states that the Community Plan encourages concentration of commercial development into the North Hollywood Center (business district and environs). As the Project proposes an infill development of an underutilized property along the commercial corridor of Lankershim Boulevard with a new building providing hotel, restaurant, and retail space uses, the Project would further the Community Plan goal of concentrating commercial development along the North Hollywood Center (business district and environs).

Los Angeles Municipal Code

The Project Site is currently zoned for commercial (C4-1-CA) and residential (R4-1) land uses. The Project has requested a Zone Change of the existing zoning of the western portion of the Site to be consistent with the eastern portion of the Site, as well as to combine the Site's multiple parcels into a single master lot with a land use designation of Community Commercial and zoning of C4 across the Site. Further, the Project has requested a Height District Change from Height District 1 (on the R4 and C4 Parcels) to Height District 2D across the entire Project Site. The proposed "D" Limitation will allow for the total floor area for the entire Site not to exceed approximately 108,841 square feet (4. 35:1 floor area ratio, or FAR), in lieu of the 6:1 FAR otherwise permitted in Height District 2.

With the requested entitlements identified above and further detailed in Chapter 3.0, Project Description, the Project would not cause a significant environmental impact resulting from a conflict with an applicable land use plan, policy, or regulation of agencies with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a. Would the project result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	☐	☐	☐	☒
b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

a-b. **No Impact**. A significant impact could occur if a project site is located in an area used or available for extraction of a regionally important mineral resource, or if a project development would convert an existing or future regionally important mineral extraction use to another use, or if a project development would affect access to a Site used or potentially available for regionally important mineral resource extraction.

The Project proposes infill development within an urban setting currently occupied by commercial uses. The subject property is not located in a mineral resource zone area according to Exhibit A, Mineral Resources, of the City Conservation Element.[51] According to the California Department of Conservation Mineral Land Classification Map, the Project Site is located within a Mineral Resource Zone (MRZ)-1, meaning, areas where adequate information indicates that no significant mineral deposits are present or that little likelihood exists for their presence.[52] The Site is not designated as a locally important mineral resource recovery site as delineated on a local general plan, specific plan, or other land use plan. According to the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources, no oil wells are identified on-site.[53] No mineral resources are known to exist within the Project Site and additional infill development would not result in the loss of availability of known mineral resources or a locally important mineral resource recovery site. As such, no impact associated with the loss of availability of a known mineral resource would occur.

Mitigation Measures: No mitigation measures are required.

[51] City of Los Angeles, Conservation Element of the City of Los Angeles General Plan, Exhibit A- Mineral Resources, Adopted by the City Council September 26, 2001.
[52] California Department of Conservation, Special Report 143, Plate 2.6, Generalize Aggregate Resource Classification Map, 1979.
[53] City of Los Angeles, Zoning Information and Map Access System (ZIMAS), Accessed on June 15, 2020 at: http://zimas.lacity.org/.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. NOISE. Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. For a project located within the vicinity of a private airstrip or 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?	☐	☐	☐	☒

Impact Analysis

The following discussion assesses the potential noise impacts of the Project and provides a brief description of the key terms and concepts used in the analysis of noise impacts.

Noise is unwanted sound. Sound is mechanical energy that is transmitted by pressure waves through a compressible medium such as air. The sound pressure level, expressed in decibels (dB), has become the most common descriptor used to characterize the loudness of an ambient sound level. A dB is a logarithmic unit of the ratio of sound pressure to a reference sound pressure level, standardized as 20 micropascals, the threshold of human hearing. Sound or noise can vary in intensity by over one million times within the range of human hearing so a logarithmic loudness scale similar to the Richter Scale is used to keep sound intensity numbers manageable. The human ear is not equally sensitive to all sound frequencies within the entire spectrum so noise levels at maximum human sensitivity are factored more heavily into sound descriptions in a process called A-weighting written as dB(A) or dBA. Subsequent references to decibels written as dB should be understood as A weighted dB(A).

Time variations in noise exposure are typically expressed in Leq, a steady-state energy level equal to the energy content of the time varying period. Leq provides a statistical description of the sound level that is exceeded over some fraction of a given observation period. Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL), a weighted average of noise levels over time.

a. Less Than Significant Impact. A project may have a significant noise impact if it would cause a substantial temporary or permanent increase in ambient noise levels in the vicinity in excess of standards established in the local general plan or noise ordinance.

Based on the Noise Element of the City General Plan, a 55 dB CNEL exposure is considered the most desirable target for the exterior of noise sensitive land uses such as homes, hotels and schools. It is also recognized that such a level may not always be possible in areas of substantial traffic noise intrusion. Exposures up to 70 dB CNEL for such uses are considered conditionally acceptable if all measures to reduce such exposure have been taken. Noise levels above 70 dB CNEL are considered normally unacceptable except in unusual circumstances.

The City's noise standards for non-transportation sources are articulated in Noise Ordinances that regulate noise from one land use crossing the property line of an adjacent property line. Noise ordinances contained in Chapter IX, Noise Regulation, of the LAMC restrict the level of noise that one type of land use or activity may broadcast across an adjacent land use. Noise Ordinance standards are stated with respect to ambient levels found without the contribution of an identified noise source. If ambient levels are low, Section 111.03, Minimum Ambient Noise Level, of the LAMC establishes presumed ambient noise levels as a function of zoning and times of day to be used as an evaluation baseline. The Project Site is zoned C4, which the LAMC indicates would have a presumed ambient noise level of 60 dBA in daytime hours and 55 dBA in evening hours, and R4, which the LAMC indicates would have a presumed ambient noise level of 50 dBA in daytime hours and 40 dBA in nighttime hours. The LAMC indicates that at the boundary of two zones, the presumed ambient noise level of the quieter zone shall be used. Therefore, the Project Site would have a presumed ambient noise level of 50 dBA in daytime hours and 40 dBA in nighttime hours.

During the daytime, some deviation from these standards is allowed for short-term (less than 15 minute) noise generation. The Noise Ordinance numerical standards apply to "stationary" sources of noise generation (mechanical equipment such as air conditioning, refrigeration, heating, or pumping). If such activities are not specifically prohibited by the Noise Ordinance, the noise constraint for general stationary sources is that they may not increase the ambient level by more than 5 dB above[54] ambient (measured or presumed minimum) levels associated with the zoning.

The limit of perceptibility by humans in a laboratory environment is around 1.5 dB. Under ambient conditions, people generally do not perceive that a noise level has clearly changed until there is a 3 dB difference. Because of this, an increase of 3 dB is commonly used to define "substantial increase" for the purpose of determining noise impacts for projects when the existing noise environment already exceeds the City's standards for noise-sensitive land uses. Therefore, an increase of +3 dB CNEL in traffic noise would be considered a significant impact if the total noise level also exceeds the City's exterior noise threshold of 65 dB CNEL for areas with noise-sensitive land uses.

Construction Noise Impacts

Construction noise is typically governed by Noise Ordinance limitations on allowable times of equipment operations. Chapter XI of the LAMC limits construction activities to the hours of 7:00 a.m. and 9:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on any Saturday. Construction is not permitted on any national holiday or on any Sunday.

In addition, LAMC Section 112.05 prohibits the use of any powered equipment or powered hand tool for construction within a residential zone or within 500 ft thereof that produces a maximum noise level exceeding 75 dB(A) at a distance of 50 feet from the source. However, this noise limitation does not apply where compliance is technically infeasible despite the use of mufflers, shields, sound barriers or any other noise reduction device or techniques.

The Construction Noise Handbook prepared by the Federal Highway Administration (FHWA) includes a national database of construction equipment noise levels. The FHWA uses these reference noise levels in

[54] City of Los Angeles Municipal Code Section 111.02.

the Roadway Construction Noise Model. **Table XIII-1, Construction Equipment Noise and Project Feature Reductions**, identifies the highest (Lmax) noise levels associated with common construction equipment. Table XIII-1 lists the types of equipment expected for use in Project construction and identifies the noise level for each individual piece of equipment at a 50-foot distance between the equipment and receptor as specified in the LAMC (Section 112.05).

Table XIII-1
Construction Equipment Noise and Project Feature Reductions

Equipment	Lmax at 50 ft (dB)[(a)]	Reduction Feature[(b)] and Attenuation (dB)	Reduced Lmax at 50 ft (dB)	Exceeds 75 dB at 50 ft (Yes/No)
Excavator	81	Muffler (15 dB)	66	No
Rubber Tired Loader	79	Muffler (15 dB)	64	No
Concrete/Industrial Saw	90	Barrier (20 dB)	70	No
Tractor/Loader/Backhoe	78	Muffler (15 dB)	63	No
Grader	85	Muffler (15 dB)	70	No
Bore/Drill Rig	84	Muffler (15 dB)	69	No
Rubber Tired Dozer	82	Muffler (15 dB)	67	No
Aerial Lift	75	Muffler (15 dB)	60	No
Crane	81	Muffler (15 dB)	66	No
Forklift	75	Muffler (15 dB)	60	No
Generator Set	81	Barrier (20 dB)	61	No
Concrete Pump	81	Barrier (20 dB)	61	No
Other Material Handling Equipment (Telehandler)	83	Muffler (15 dB)	68	No
Welder	74	Muffler (15 dB)	59	No
Paver	77	Muffler (15 dB)	62	No
Roller	80	Muffler (15 dB)	65	No
Air Compressor	78	Barrier (20 dB)	58	No

[(a)] Source: Federal Highway Administration, Construction Noise Handbook, 2006, Chapter 9, Construction Equipment Noise Levels and Ranges.
[(b)] Pursuant to LAMC Section 112.05, the Project would incorporate use of mufflers, acoustical blankets, enclosures, barriers, screens and/or other noise reduction device or techniques during the operation of the equipment.

The reduced Lmax levels shown in Table XIII-1 demonstrate that with incorporation of the Project's standard noise reduction features, construction equipment noise would not exceed 75 dB at 50 feet, which would comply with the LAMC Section 112.05 restrictions on construction equipment noise levels. Additionally, the hourly average (Leq) noise levels generated by the Project's construction equipment would be less than the Lmax levels shown in Table XIII-1, as construction equipment pieces do not constantly operate at full power during typical construction activities.

To ensure implementation of feasible noise reduction techniques for compliance with the regulatory requirements of the LAMC, **Regulatory Compliance Measure RC-NOI-1** is noted below.

Regulatory Compliance Measure RC-NOI-1: Increased Noise Levels (Demolition, Grading, and Construction Activities)

- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.

- The Project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- A temporary noise control barrier shall be installed on the property line of the construction Site's abutting residential uses. The noise control barrier shall be engineered to reduce construction-related noise levels at the adjacent residential structures with a goal of a reduction of 10 A-weighted decibels (dBA). The supporting structure shall be engineered and erected according to applicable codes. The temporary barrier shall remain in place until all windows have been installed and all activities on the Project Site are complete.

As the Project would be required to comply with the City's construction noise restrictions pursuant to the LAMC, including allowable hours and use of feasible noise reduction features, and as the Project would incorporate standard noise reductions that would reduce noise levels to below 75 dB at 50 feet, which would not exceed the City's code requirement for construction noise levels, temporary construction noise impacts would be less than significant.

Operational Impacts

Pursuant to LAMC Section 112.02, the Project would be considered to exceed operational Noise Ordinance standards if it would increase the ambient noise level on another property by more than five dB.

Commercial Use Noise

This Project does not propose industrial, manufacturing, or institutional facilities associated with loud stationary noise sources. As shown in Figures 3-4, 3-5A, 3-5D, and 3-8, the Project has been designed with outdoor dining and recreation uses (swimming pool) located on the southeastern corner of the proposed building along Lankershim Boulevard, at the farthest distances from residential buildings on adjacent properties. Additionally, the proposed structure would shield potential noise associated with the restaurant and pool deck area from existing residences to the west and north of the Site. Restaurant, retail, and recreational uses of the Site would be required to comply with applicable noise restrictions of the LAMC, including hours of operation. The lodging portion of the hotel structure would not be anticipated to generate substantial noise levels during operations. Therefore, noise levels associated with outdoor non-residential uses would be less than significant.

Heating, Ventilation, and Air Conditioning Noise

During operations, the Project's rooftop Heating, Ventilation, and Air Conditioning (HVAC) units could potentially be a source of noise affecting existing ambient noise levels in the immediate vicinity. This analysis conservatively assumes that the Project would include 35 split system HVAC condenser units for the 158 proposed hotel rooms, with an additional 10 HVAC units to serve the hotel lobby, administrative room, conference room, fitness room, two restaurants, retail space, and the hallway areas of the upper six floors (assuming a single HVAC unit would be adequate to serve the combined hallway areas of two floors) for a total of 45 HVAC units. Noise levels generated by HVAC units used for similar applications as the Project are typically approximately 59.5 dB or 83 dB Leq at 3.3 ft, depending on the size/use of the space being served by each HVAC unit.

This analysis conservatively evaluates potential noise effects in the event that all 45 roof-mounted HVAC units operate simultaneously, although actual HVAC use would depend on weather conditions, guest

occupancy, and guest preferences. Application of the reference noise levels for the 45 HVAC units would result in a composite reference noise level of 91.6 dB at 3.3 feet,[55] a value used to calculate noise levels at greater distances and/or due to reductions from shielding etc. The average distance between the property line of the nearest sensitive land use, a mixed-use building, which is zoned C4-1-CA to the north and the Project's rooftop areas where HVAC units could potentially be mounted is approximately 105 feet, while the average distance to the property line of the multifamily residential property, which is zoned R4-1 to the west is approximately 120 feet. At these average distances, HVAC noise levels would be reduced to 61.5 dB at the northern property line and 60.4 dB at the western property line based on the formula for distance attenuation of a point source on an acoustically hard site.[56] In addition, the proposed building's parapet and roofline would provide additional noise reduction of 20 dB.[57] After attenuation due to distance and insertion loss for the parapet and roofline, the estimated noise level from operation of up to 45 proposed HVAC units on the proposed building's rooftop would be 41.5 dB Leq at the northern property line (i.e., 91.6 dB – 30.1 dB – 20.0 dB = 41.5 dB). Similarly, the noise level from operation of a maximum of 45 HVAC units on the proposed rooftop would be reduced to approximately 40.4 dB at the western property line (i.e., 91.6 dB – 31.2 dB – 20 dB = 40.4 dB).

LAMC Section 111.03 establishes presumed ambient noise levels of 60 dB during the day and 55 dB at night for the C4 zone, and 50 dB during the day and 45 dB at night, for the R4 zone. Based on these presumed ambient noise conditions, the Project's HVAC noise levels of 41.5 dB at the northern property boundary would result in an increase of 0.1 dB above the presumed daytime ambient noise level or 0.2 dB above the presumed nighttime ambient noise level for the C4 zone at the northern boundary of the Site. At the western property boundary, a combined HVAC noise level of 40.4 dB would result in an increase of 0.4 dB above the presumed daytime ambient noise level or 3.2 dB above the presumed nighttime ambient noise level for the R4 zone at the western boundary of the Site. Therefore, operational HVAC noise would not exceed the ambient noise level at the property boundary to the north or west by more than five dB, in compliance with LAMC Section 112.02. The property boundaries to the south and east are not occupied by noise sensitive uses. Therefore, HVAC noise effects would be less than significant.

Traffic Noise

To determine if the Project's vehicle trip generation would substantially increase traffic noise in the Project Site vicinity, LADOT traffic count volumes for the intersection of Lankershim Boulevard and Hesby Street[58] were obtained, and an estimate of the existing year (2020) and future year (2024) conditions were projected by applying a one percent annual growth rate. Using the Project's estimated trip generation (or average daily trips, (ADT) as reported in the Project's Transportation Assessment[59] were then added to the projected traffic volumes for each of the scenarios, and the totals were compared to the projected traffic volumes without the Project to calculate the Project-related traffic noise increase. Generally, it takes a doubling of traffic volumes to increase traffic noise levels by three dB, which is the level at which changes are barely perceptible to the human ear. **Table XIII-2, Existing Year Project-Related Traffic Noise Increase** and **Table XIII-3, Opening Year Project-Related Traffic Noise Increase** show the Project-related traffic noise increase in the existing (2020) year and opening (2024) year.

[55] As decibels are expressed in logarithmic units, they cannot be added or subtracted arithmetically, and must be combined by converting back to a linear scale, completing the addition, and then converting the sum to a logarithmic scale again.

[56] $L_2 = L_1 - 20 \cdot \log (r_2 / r_1)$; where L_2 = noise level at a given distance, L_1 = reference noise level, r_1 = reference distance, r_2 = given distance.

[57] Caltrans, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

[58] City of Los Angeles Department of Transportation, 24 Hours Traffic Volume: Lankershim Bl At Hesby St, May 11, 2011. Accessed on October 14, 2020 at https://navigatela.lacity.org/navigatela/.

[59] Crain & Associates, Transportation Assessment Lankershim Hotel Mixed-Use Project, June 1, 2021.

Table XIII-2
Existing Year Project-Related Traffic Noise Increase

Roadway Segment	Existing (2020) ADT	Existing (2020) With Project ADT	Existing Project-Related Noise Increase (dB CNEL)
Lankershim Boulevard South of Hesby Street	11,861	12,244	0.1
Lankershim Boulevard North of Hesby Street	12,988	13,768	0.3

Table XIII-3
Opening Year Project-Related Traffic Noise Increase

Roadway Segment	Opening Year (2024) ADT	Opening Year (2024) With Project ADT	Opening Year Project-Related Noise Increase (dB CNEL)
Lankershim Boulevard South of Hesby Street	12,343	12,726	0.1
Lankershim Boulevard North of Hesby Street	13,515	14,295	0.2

As Tables XIII-2 and XIII-3 show, the Project would increase noise levels on local roadways by 0.3 dB or less in the existing year, and 0.2 dB or less in the opening year. These noise level increases would be less than three dB and would not be readily perceptible to the human ear in an outdoor environment. Therefore, traffic-related permanent increases in ambient noise levels would be less than significant.

Other Operational Noise Sources

The Project's parking would primarily be located within the basement level garage, which would provide substantial noise shielding of noises associated with parking lots (i.e., doors closing, people talking, etc.). Noise generated by periodic trash pickup activities would be similar to such noise currently generated by trash pickup at the adjacent multi-family residential use to the north, which would continue to have a trash pickup location adjacent to the northwest corner of the Project Site. The proposed relocated dedicated alley would allow continued access for trash removal vehicles to service the adjacent residential use trash storage enclosure. All trash pickup activities in the vicinity of residential uses are regulated by the LAMC, Section 13.01, to occur between the hours of 6:00 a.m. and 9:00 p.m. to reduce potential noise impacts. Therefore, the Project's potential parking lot and trash pickup noise impacts would be less than significant.

Conclusion

As discussed in the above evaluations, the Project's potential noise impacts from construction and operations would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. A significant noise impact could occur if a project would expose people to or generate excessive groundborne vibration or groundborne noise levels. Construction activities generate ground-borne vibration when heavy equipment travels over unpaved surfaces or is engaged in soil movement. The effects of ground-borne vibration may include discernable movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Ground vibration is quickly damped out within the softer sedimentary surfaces of much of Southern California. Because vibration is typically not an issue, very few jurisdictions have adopted vibration significance thresholds. Vibration thresholds have been adopted for major public works construction projects, but these relate mostly to structural protection (cracking foundations or stucco) rather than to human annoyance.

A vibration descriptor commonly used to determine structural damage is the peak particle velocity (PPV), which is defined as the maximum instantaneous positive or negative peak of the vibration signal, usually measured in inches per second (in/sec). The FTA criterion for causing potential damage to a modern reinforced-concrete, steel or timber building with no plaster is 0.5 PPV in/sec, while the FTA criterion for causing potential damage to a non-engineered timber and masonry building is 0.2 PPV in/sec.

The on-site construction equipment used in construction of the Project that would create the maximum potential vibration is a large bulldozer. The stated vibration source level for such equipment is 0.089 PPV in/sec at 25 feet from the source, according to the FTA's Transit Noise and Vibration Impact Assessment Manual.[60] As a Project feature, no large bulldozers or similar heavy earthmoving equipment would be used within 15 feet of any off-site building and smaller equipment would be substituted instead, and no loaded trucks would be used within 14 feet of any off-site building. The closest sensitive land use adjacent to the Project boundary is a mixed-use multi-family residential and commercial structure to the north with little to no setback from the shared property line. This building is a modern reinforced concrete, steel, or timber building. However, due to the presence of stucco plaster on the building façade, potential vibration impacts to the building were evaluated with the FTA criterion for non-engineered timber and masonry buildings. The second closest building is a multifamily residential structure located approximately 18 feet to the west of the Project boundary, which was also evaluated as a non-engineered timber and masonry building. The predicted vibration levels generated by construction equipment and potential associated structural damage are provided in terms of PPV in/sec **Table XIII-4, Groundborne Vibration Damage Potential from Project Construction Equipment**.

Table XIII-4
Groundborne Vibration Damage Potential from Project Construction Equipment

Receptor	Construction Equipment	Reference Vibration Levels at 25 ft	Vibration Levels at Nearest Residential Structures		Vibration Damage Impact Assessment	
		Peak Particle Velocity at 25 ft (in/sec)	Distance (ft)	Peak Particle Velocity (in/sec)	Threshold: Peak Particle Velocity (in/sec)	Exceedance?
Mixed-Use Building (North)	Large Bulldozer	0.089	15[(a)]	0.191	0.2	No
	Loaded Trucks	0.076	14[(b)]	0.181	0.2	No
Residential Building (West)	Large Bulldozer	0.089	18	0.152	0.2	No
	Loaded Trucks	0.076	18	0.130	0.2	No

Data Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.
(a) As a project feature, large bulldozers would not operate within 15 feet of any off-site structure.
(b) As a project feature, loaded trucks would not operate within 14 feet of any off-site structure.

As shown on Table XIII-4, the highest predicted vibration levels generated by construction equipment at the closest building would be 0.191 PPV in/sec, below levels that could create structural damage in non-engineered timber and masonry buildings. At the second closest building to the west of the Project boundary, vibration levels would be up to 0.152 PPV in/sec, below levels that could create structural damage in non-engineered timber and masonry buildings. As the Project's vibration impacts would not result in structural damage, and due to the temporary and intermittent occurrence of vibration levels, structural and human annoyance vibration impacts would be considered less than significant.

Mitigation Measures: No mitigation measures are required.

[60] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

c. No impact. A significant noise impact could occur if a project would be located within the vicinity of a private airstrip or an airport land use plan or within two miles of a public airport, such that the Project would expose people residing or working in the area to excessive noise levels. The Project is neither located within an airport land use plan nor within two miles of a public use airport that would expose people residing or working in the Project area to excessive noise levels. The airport closest to the Project Site is the Burbank Pasadena Glendale airport located approximately 2.4 miles to the northeast. The Project Site is located outside the 65 dB CNEL noise contour for the airport.[61] Therefore, the Project would have no impact with regard to this issue.

Mitigation Measures: No mitigation measures are required.

[61] Burbank Pasadena Glendale Airport Authority, Quarterly Noise Monitoring at Hollywood Burbank Airport Fourth Quarter 2019, February 2020. Accessed on June 26, 2020 at https://hollywoodburbankairport.com/wp-content/uploads/2020/03/4Q-2019-Quarterly-Noise-Report.pdf.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. POPULATION AND HOUSING. Would the project:				
a. Induce substantial unplanned 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 people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Impact Analysis

a. Less than Significant Impact. A project could have a significant environmental impact if it would induce substantial unplanned population growth in an area, either directly or indirectly. The Project Site is currently occupied with existing commercial uses and surface parking, and it is served by existing infrastructure, including roads, utilities, and public services. The SCAG 2020-2045 Regional RTP/SCS[62] forecasts for population and employment growth from 2016 through 2045 for the City are shown in **Table XIV-1, Population and Employment Growth Forecast**.

Table XIV-1
Population and Employment Growth Forecast

Year	City Population	City Employment
2016[(a)]	3,933,800	1,848,300
2045	4,771,300	2,135,900
Net Growth	837,500	287,600

Source: SCAG 2020-2045 RTP/SCS, Demographics & Growth Forecast Technical Report, Table 14, Jurisdictional-Level Growth Forecast.
[(a)] 2016 is the base year data used in the 2020-2045 RTP/SCS.

As shown in Table XIV-1, SCAG forecasts City population and employment to increase from 2016 to 2045 by 837,500 people and 287,600 jobs, respectively. As the Project proposes to construct a building with hotel and commercial uses, the Project would not introduce substantial population growth. As shown in **Table XIV-2, Project Employment Per Land Use**, the Project would provide employment opportunities for approximately 179 employees, which would represent less than one percent (0.06 percent) of the projected 2016 to 2045 City employment increase.

[62] Southern California Association of Governments, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, Adopted September 3, 2020.

Table XIV-2
Project Employment Per Land Use

Land Use [a]	Size (Square Feet) [b]	Building Area per Employee (Square Feet)	Project Potential Employment
Hotel	106,182	917	116
Restaurant	7,850	134	59
Retail	1,500	383	4
		Total Employees	**179**

Source: United States Green Building Council, Building Area per Employee by Business Type, May 13, 2008.
[a] Lodging; High Quality Restaurant (Sit Down); and Community Retail.
[b] AXIS GFA, Site Plans, June 23, 2020. As described above in Project Description, the proposed hotel square footage has been reduced in a revision of the Site Plans. As such, the potential employment shown in this analysis is conservatively overestimated.

As such, the Project-related employment figure would be within local and regional projections and would not cause substantial growth that would exceed projected levels for the year of occupancy. As the proposed Project would not generate a residential population, cause a substantial increase in employment, or extend existing or new infrastructure that would indirectly induce population growth, the Project would result in less than significant impacts associated with population growth.

Mitigation Measures: No mitigation measures are required.

b. No Impact. A project could have a significant environmental impact if it would result in the displacement of existing housing units or people, necessitating the construction of replacement housing elsewhere. The Project Site is currently developed with two commercial structures (primarily vacant). There are no housing units provided within the Site. Therefore, the Project would not result in the displacement of existing housing units or people, and it would therefore have no impact regarding this issue.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XV. PUBLIC SERVICES.				
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:				
a. Fire protection?	☐	☐	☒	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☐	☐	☒
d. Parks?	☐	☐	☒	☐
e. Other public facilities?	☐	☐	☒	☐

Impact Analysis

a. Less Than Significant Impact. A project could have a significant environmental impact if it would require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain acceptable service ratios, the construction of which could cause significant environmental impacts. The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project to be adequate if a project site is located within the maximum response distance for the land use proposed. LAMC Section 57.507.3.3 indicates that high density residential and commercial neighborhood development would require installation of automatic fire sprinklers if the response distance from the nearest LAFD fire station that houses an engine company would be 1.5 miles and more than 2.0 miles for a LAFD fire station that houses a truck company.[63]

The Project represents infill development and would construct a mixed-use structure consisting of a hotel use and retail/restaurant uses. Existing land uses surrounding the Site include commercial buildings and multi-story, multi-family residential structures. The Project Site is currently served by existing LAFD fire stations in the vicinity, which would serve the proposed Project. The nearest fire station to the Project Site is LAFD Fire Station No. 60, located at 5320 Tujunga Avenue, 0.7 driving miles northwest from the Project Site.[64] Station 60 is also the nearest fire station housing a truck company. Other LAFD fire stations in the Project Site vicinity and approximate distances include Station 86 (1.0 mile), Station 102 (3.2 miles) and Station 78 (3.3 miles). As such, the Project Site location is within the maximum response distance from a fire station per LAMC Section 57.507.3.3 for developments without automatic fire sprinklers. However, although the Project Site is in close proximity to existing fire stations, current safety codes would require installation of a fire sprinkler system.

[63] Los Angeles Municipal Code, Article 7 Fire Code, Section 57.507.3.3. LAND USE, Table 57.507.3.3.
[64] Los Angeles Fire Department, Find Your Station, Accessed on June 16, 2020 at: https://www.lafd.org/fire-stations/station-results.

The Project would be required to submit plans to the LAFD for review and approval of all fire prevention and safety features. These requirements include the provision of adequate street widths and access to the building, fire flow pressure and fire hydrant placement per the City code, on-site fire suppression equipment, such as sprinklers, and fire extinguishers, and emergency escape egress routes.

Based on the close proximity of multiple LAFD stations (including a truck company) and required compliance with City code and LAFD site plan review requirements, the Project would not require new construction or expansion of existing fire stations, and potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. A project could have a significant environmental impact if it would require new or expanded police station facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for police protection.

The Project Site is located in the North Hollywood division of the Los Angeles Police Department's (LAPD's) Valley Bureau. The North Hollywood Community Police Station, located approximately 1.2 miles northwest of the Project Site, serves the neighborhoods of Cahuenga Pass, North Hollywood, Studio City, Sun Valley, Toluca Lake, Toluca Woods, Universal City, Valley Glen, Valley Village and West Toluca.[65] Within the North Hollywood Area, the Project Site is located within Reporting District (RD) 1555. RD 1555 is defined by the following boundaries: Cantara Street and the Golden State Freeway to the north, the City boundary and the Hollywood Freeway to the east, Mulholland Drive to the south, and Coldwater Canyon Avenue and Tujunga Wash to the west.[66]

Emergency calls for police assistance are prioritized based on the nature of the call. Unlike fire protection services, police units are most often in a mobile state; hence, the distance between a headquarters facility and the location of a particular emergency does generally not determine response time. Instead, the number of police officers on the street is more directly related to the realized response time.

Construction

During construction, the Project Site could potentially attract trespassers and/or vandals that could result in unsafe conditions for the public. Due to the temporary nature of Project construction, such potential impacts would not require the construction or expansion of police facilities to serve the Site or maintain service response times. The Project would be required to limit access to the Site during construction to address potential trespass on the Site. The LAMC requires the placement of temporary walls surrounding vacant lots and requires that project applicants maintain the temporary construction wall free from graffiti (Chapter 1, Section. 14.4.17). Compliance with LAMC requirements would ensure that construction impacts to police services are less than significant.

Operation

The Project represents infill development and would construct a mixed-use structure providing a hotel use and retail/restaurant uses. As the Project would replace existing commercial uses with a new mixed-use development that includes hotel and commercial uses, the Project would not introduce population growth. Impacts on the ratio of police personnel to community population in the North Hollywood area would be nominal based on demographics and boundaries. Therefore, the proposed Project would not result in a

[65] Los Angeles Police Department, North Hollywood Community Police Station, Accessed on June 16, 2020 at: http://www.lapdonline.org/north_hollywood_community_police_station.

[66] Los Angeles Police Department, North Hollywood Area Reporting District Map, Accessed on June 16, 2020 at: http://assets.lapdonline.org/assets/pdf/NoHollywood_RD_09.pdf

substantial increase in the service area's population such that new or physically altered police facilities would be needed to maintain current response times. The Project would provide lighting along the perimeter, driveway entrances, and within the parking structure for safety, security, and wayfinding purposes. Additional safety features proposed would include gated entrances to parking areas within the Project. Therefore, potential operational impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

c. No Impact. A project could have a significant environmental impact if it would require new or expanded school facilities, the construction of which could cause significant environmental impacts, to maintain acceptable enrollment/capacity levels of the Los Angeles Unified School District (LAUSD). The Project Site is located within the service areas of the following LAUSD public schools: Lankershim Elementary School (K-5), Walter Reed Middle School (6-8), and North Hollywood Senior High School (9-12).[67] The Project would replace existing commercial uses with hotel and commercial uses, and it would not introduce a new residential population that would generate a substantial increase in the number of students attending LAUSD schools. Additionally, it is anticipated that employees of the Project would generally not relocate to the vicinity as a result of the Project, and therefore the Project would not generate additional demand of school facilities in the area. Therefore, the Project would not result in a need for new or expanded school facilities, the construction of which could result in a physical impact on the environment. The Project would have no impact to schools.

Mitigation Measures: No mitigation measures are required.

d. Less Than Significant Impact. A project could have a significant environmental impact if it would require new or expanded parks, the construction of which could cause significant environmental impacts, in order to accommodate a population increase resulting from the Project. The City Department of Recreation and Parks provides park and recreation facilities at 13 locations within two miles of the Project Site that include a variety of recreation opportunities. These locations include the North Hollywood Pool, Dave Potell Memorial Sports Facility, Valley Village Park, North Hollywood Recreation Center, North Hollywood Skate Park, Woodbridge Park, Whitnall Off-Leash Dog Park, North Weddington Recreation Center, Tiara Street Park, South Weddington Park, Moorpark Park, the Campo de Cahuenga, and Victory Vineland Recreation Center.[68]

The Project would provide on-site recreation amenities for use by hotel guests, including a lounge area, conference room, pool area, and fitness center, which would reduce the Project's demand for off-site recreation services within the local area. Therefore, the Project would not substantially increase the demand for existing recreation and park services that would require new or expanded park facilities. Impacts would be less than significant. Potential impacts to park and recreation facilities are discussed in Section XV, Recreation.

Mitigation Measures: No mitigation measures are required.

[67] Los Angeles Unified School District, Resident School Identifier, Accessed on June 16, 2020 at: http://rsi.lausd.net/ResidentSchoolIdentifier.

[68] City of Los Angeles, Department of Recreation and Parks, Facility Map Locator, Accessed on June 17, 2020 at: https://www.laparks.org/maplocator?cat_id=All&geo[radius]=2&geo[latitude]=34.1619507&geo[longitude]=-118.3731919&address=5041%20Lankershim%20Blvd,%20North%20Hollywood,%20CA%2091601,%20USA.

e. Less Than Significant Impact. A project could have a significant environmental impact if it would require new or expanded other public services in the vicinity, the construction of which could result in significant environmental impacts. The Los Angeles Public Library (LAPL) maintains a branch library facility, the North Hollywood Amelia Earhart Regional Library, 0.5 miles northwest of the Project Site at 5211 Tujunga Avenue. The Valley Plaza Branch Library is also located 3.2 miles north of the Project Site, and the Studio City Branch Library is located 2.9 miles southwest of the Site.[69] The proposed hotel, restaurant, and retail space uses would not be expected to generate substantial demand on existing library services that would necessitate the construction of new or expanded library facilities to continue to serve the public. As such, potential impacts on library services would be less than significant.

Mitigation Measures: No mitigation measures are required.

[69] Los Angeles Public Library, Branches, Accessed on June 17, 2020 at: https://www.lapl.org/branches.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. 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?	☐	☐	☐	☒

Impact Analysis

a. Less Than Significant Impact. A project could have a significant environmental impact if it would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The City Department of Recreation and Parks provides park and recreation facilities for public use throughout the City, including the Project vicinity. Public park facilities located within two miles of the Project Site include the North Hollywood Pool, Dave Potell Memorial Sports Facility, Valley Village Park, North Hollywood Recreation Center, North Hollywood Skate Park, Woodbridge Park, Whitnall Off-Leash Dog Park, North Weddington Recreation Center, Tiara Street Park, South Weddington Park, Moorpark Park, the Campo de Cahuenga, and Victory Vineland Recreation Center.[70]

The Project would consist of a new hotel, with restaurant and retail space, which would not result in substantial employment or population growth. The hotel would serve guests staying for a limited period of time, and it would provide on-site recreation amenities for use by hotel guests, including a lounge area, conference room, pool area, and fitness center, which would reduce the potential need for guests to use off-site recreation facilities within the Project area. As such, the Project is not anticipated to substantially increase park usage and would not result in the substantial deterioration of physical facilities of local park and recreation facilities. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. No Impact. A project could have a significant environmental impact if it would include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. As discussed in section XVI. a., above, the Project's hotel amenities would include on-site recreation facilities within the proposed structure for use by guests. The Project does not propose to construct or expand park facilities that would have an adverse effect on the environment. Therefore, the Project would have no impact regarding this issue.

Mitigation Measures: No mitigation measures are required.

[70] City of Los Angeles, Department of Recreation and Parks, Facility Map Locator, Accessed on June 17, 2020 at: https://www.laparks.org/maplocator?cat_id=All&geo[radius]=2&geo[latitude]=34.1619507&geo[longitude]=-118.3731919&address=5041%20Lankershim%20Blvd,%20North%20Hollywood,%20CA%2091601,%20USA.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. TRANSPORTATION. Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

Impact Analysis

The following section summarizes and incorporates the information provided in the Transportation Assessment for the Project,[71] (**Appendix G**) prepared by Crain & Associates in consultation with the Los Angeles Department of Transportation (LADOT) and in accordance with the latest version of LADOT's Transportation Assessment Guidelines. The LADOT issued a letter dated July 30, 2021 (**Appendix H**) addressed to the Department of City Planning confirming that LADOT has reviewed the Transportation Assessment for the Project.[72]

a. Less Than Significant Impact. A significant impact could occur if a project would 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.

Construction Traffic

During Site clearing and excavation, the Project would require the use of haul trucks and other construction vehicles throughout the construction period of the proposed Project, conducted in accordance with City requirements. The addition of these vehicles onto the street system would contribute to an increased traffic volume in the Project vicinity. All equipment staging would occur on-site. During the Project's grading and excavation activities, approximately 29,000 cy of earth material would be exported from the Site. Approximately 2,071 truckloads (14 cy capacity) would be required to export soil from the Site, with a daily maximum of 100 truckloads per day over approximately 26 days. The Project's proposed haul route on local surface streets would utilize Hesby Street, Lankershim Boulevard, and Magnolia Boulevard to access a northbound on-ramp to the Hollywood Freeway (SR 170) for loaded trucks, with returning trucks exiting the Hollywood Freeway at Magnolia Boulevard and traveling along Lankershim Street, Otsego

[71] Crain & Associates, Transportation Assessment Lankershim Hotel Mixed-Use Project, June 1, 2021.

[72] City of Los Angeles, Inter-Departmental Correspondence from Department of Transportation to Department of City Planning Subject: Transportation Impact Assessment for the Lankershim Hotel Mixed-Use Project at 5041 North Lankershim Boulevard, July 30, 2021.

Street, Fair Avenue, and Hesby Street to the Project Site. The distance that haul trucks would likely travel on surface streets would be approximately one mile each way. Based on the proposed maximum of 100 loaded trucks per day, the Project would result in up to 200 one-way truck trips per day on area roadways, which would average approximately 20 to 25 trips per hour, for a maximum 26 days. Therefore, Project soil export hauling would not generate or cause a diversion or shift of 500 or more daily vehicle trips or 43 or more AM or PM peak hour trips.

The Project Applicant has prepared a Proposed Haul Route form for submittal to the City during the application process and would be required to comply with the City's conditions of approval for soil export activities. The Project's construction traffic generation would be temporary in nature and would not be anticipated to contribute to a significant increase in the overall congestion of roadways in the Project vicinity. All soil hauling would occur during daytime hours, and most trips would occur during off-peak hours and would be limited to approximately 26 days. As such, the Project's construction traffic impacts would comply with the City's conditions of approval, be temporary in nature, and therefore result in a less than significant impact.

Operational Project Impacts

A significant impact could occur if a project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The Project is consistent with the Mobility Plan 2035 by providing access to public transportation services along existing transportation routes, and it would not adversely affect the safety of existing bikeways or pedestrian facilities. The Project Site is located within an area that the City has designated a TPA and TOC (Tier 3). These designations pertain to SB 743, signed into law September 2013, which instituted changes to CEQA when evaluating environmental impacts to projects located in areas served by transit. The Project Site is located within a TPA, as it is located within 0.5 miles south of the North Hollywood Red Line/Orange Line Station, an existing major transit stop. Additionally, there are multiple bus stops located within one-half mile of the Project Site, including, but not limited to, the Lankershim/Hesby, Lankershim/Magnolia, Lankershim/Huston, Lankershim/La Maida, Vineland/Magnolia, and Vineland/Hesby bus stops. The Project would also include long-term and short-term bike parking spaces for use by employees or guests. Additionally, LADOT issued a letter dated July 30, 2021 (Appendix H) stating that the Transportation Assessment prepared by Crain & Associates (Appendix G) found the proposed Project would not have a significant impact and would not conflict with a program, plan, ordinance, or policy addressing the circulation system. As such, the Project would not conflict with transit, bicycle, or pedestrian facilities, and the Project's operational traffic impacts regarding such facilities would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. A significant impact could occur if a project would conflict or be inconsistent with CEQA Section 15064.3 subdivision (b). SB 743 was enacted in September 2013, changing the way transportation impact analysis is conducted under CEQA. These changes include the elimination of auto delay, Level of Service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant traffic impacts under CEQA. The City's VMT Calculator indicates that with incorporation of the proposed Project Features to reduce parking as a TDM feature, and to incorporate bicycle parking facilities pursuant to the LAMC, the Project would generate 1,419 daily vehicle trips, a daily VMT of 11,114, and 11.4 VMT per employee.[73] As shown in the Project's Traffic Assessment, the Project's generation of 11.4 VMT per employee is below the City's South Valley Area Planning Commission (APC) threshold of 11.6 Work VMT per employee. Therefore, the Project's potential to conflict with CEQA Section 15064.3 subdivision (b) would be less than significant.

[73] Crain & Associates, Transportation Assessment Lankershim Hotel Mixed-Use Project, June 1, 2021.

Mitigation Measures: No mitigation measures are required.

c. Less Than Significant Impact. A significant impact could occur if a project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or introduce incompatible uses (e.g., farm equipment) on the Site.

The Project would relocate an existing alley entrance from Hesby Street to the western boundary of the Site, which would also be used to access the Project's driveway entrance. The relocated entrance to the alley would be farther from the intersection of Hesby Street and Lankershim Boulevard than the current alley entrance from Hesby Street. The Project would have no driveway access directly from Lankershim Boulevard.

The Project's Traffic Assessment assessed queuing and potential delays at the intersection of the relocated alley entrance from Hesby Street, which would provide access to the Project driveway. The queueing analysis determined that Project traffic would result in minor added queuing at the relocated alley entrance from Hesby Street, with increases of 0.2 vehicle queue lengths or less for all approaches during peak hours. Based on these results, the Project is not expected to significantly worsen queuing conditions at the relocated alley entrance from Hesby Street.

Additionally, the Traffic Assessment evaluated the Project's effect on queueing at the signalized intersection of Lankershim Boulevard and Hesby Street, which determined Project traffic would lengthen peak hour queues by less than one vehicle length at the intersection approaches. As such, the Traffic Assessment concludes that the Project would not cause left-turn queues that would extend beyond upstream intersections, block cross streets, or result in spillover from a left-turn pocket into an adjacent through lane. Therefore, the Project is not expected to significantly worsen queuing conditions at the intersection of Hesby Street and Lankershim Boulevard.

The Project design, including driveway access, will be subject to City review at the plot plan review stage, prior to construction, to assure City code and dedication requirements are met. Therefore, potential impacts related to design feature traffic hazards would be less than significant.

During construction, the Project would incorporate features to maintain adequate and safe pedestrian protection on adjacent sidewalks throughout all construction phases, including physical separation (by utilization of barriers such as K-Rails or scaffolding, etc.) between the work areas and vehicular traffic, as well as the provision of overhead protection. To maintain safe passage for pedestrians during temporary closure or blockage of existing sidewalk facilities, the Project would include the following Project Features:

- Temporary pedestrian facilities shall be provided adjacent to the Project Site and shall provide safe, accessible routes that replicate as nearly as practical the most desirable sidewalk characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- The Project Applicant shall keep sidewalks open during construction, unless it is absolutely required to close or block sidewalks for construction staging and to maintain pedestrian safety. Sidewalks shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

In addition, development of the Project Site may require temporary partial lane closures due to construction activities, but any such requirement to develop a Construction Period Traffic Control Plan would be performed in consultation with the LADOT prior to obtaining the grading permit. Nonetheless, while such closures may cause temporary inconvenience, they would only occur during the construction phase, and for

a temporary time period. No complete street closures would occur. The proposed Project would not cause permanent alterations to vehicular circulation routes or impede public access or travel upon public rights-of-way. Additionally, according to the LADOT letter (Appendix H), "There are no CEQA related mitigation measures for this Project."

By not allowing vehicle driveway access directly from a high-volume roadway (Lankershim Boulevard), and by maintaining existing pedestrian facilities and providing pedestrian safety features during construction, the Project's potential to increase hazards would be less than significant.

Mitigation Measures: No mitigation measures are required.

d. Less Than Significant Impact. A significant impact could occur if a project would result in inadequate emergency access.

According to the 2006 L.A. CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis considering the degree to which the Project may require a new emergency response or evacuation plan, or interfere with an existing emergency response or evacuation plan, and the severity of the consequences. The Project would not directly impact an adopted emergency response or evacuation plan. The Project would be required to meet the criteria of the City's Fire Code for the provision of adequate fire lanes and access for emergency vehicles and personnel. Therefore, the Project's potential impact regarding emergency access would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. 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)?	☐	☐	☒	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Impact Analysis

This analysis is based on a Phase I Cultural Resource Assessment, prepared by Envicom Corporation, dated July 15, 2020, and provided in Appendix C.1 and the Tribal Notification Letter, dated March 1, 2021 provided in Appendix C.2.

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 PRC Section 21074 listed, or eligible for listing, in the California Register of Historical Resources, or in a local register of historical resources. As mentioned in Section V., Cultural Resources, in response to checklist question V.a., the Site is improved and does not contain historical resources. Additionally, 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 further in Section V, Cultural Resources, above. As such, impacts will be less than significant.

b. Potentially Significant Unless Mitigation Incorporated. 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 PRC Section 21074 determined by the lead agency, in its discretion and supported by substantial evidence, to be significant. The Phase I Cultural Resource Assessment of the Project Site included a records search at the SCCIC to provide an inventory of all previously recorded archaeological and historic archaeological resources as well as previously conducted archaeological investigations or studies within the Project Site plus a 0.25-mile buffer radius. The results did not identify any previously recorded cultural

resources within the Project area. The assessment also requested NAHC review of the SLF to determine if any recorded Tribal Cultural Places or other sites of cultural importance were located within or near the Project area plus a 0.25-mile buffer, which returned a negative result. As no evidence of known tribal resources have been identified in either the SCCIC or NAHC databases, the potential for the Site to contain or represent a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources would be considered low.

California AB 52 established a formal consultation process for California Native American tribes traditionally and culturally affiliated with a geographic area to identify potential significant impacts to tribal cultural resources, as defined in PRC Section 21074, as part of the CEQA process. As specified in PRC Section 21080.3.1, lead agencies must provide notice inviting consultation to California Native American tribes traditionally and culturally affiliated with the geographic area of a proposed project if a tribe has submitted a request in writing to be notified of proposed projects within 30 days of the AB 52 notice.

In compliance with AB 52, the City provided notice to 11 tribes on March 1, 2021, soliciting requests for consultation. The tribal notification letter, provided in Appendix C.2 described the Project and informed California Native American tribes they have 30 calendar days from receipt of this letter to notify the City in writing if they want to consult. Consultation can be ongoing throughout the CEQA process. Two tribe(s) requested consultation within 30 calendar days of the notification letter: the Gabrieleño Band of Mission Indians – Kizh Nation (Gabrieleño) and the Fernandeño Tataviam Band of Mission Indians (Tataviam).

The City attempted to schedule a consultation discussion with the Gabrieleño Tribe on four separate occasions. A meeting was originally scheduled for April 22, 2021 and was subsequently postponed at the tribe's request. The meeting was rescheduled to April 28, 2021, and was again postponed at the tribe's request. City staff attempted to reschedule the consultation meeting on May 18, 2021, but did not receive a response. On May 26, 2021, the City issued a letter requesting a consultation date by June 25, 2021 or the consultation period would be considered closed. No response was received from the Gabrieleño Tribe and the consultation was considered closed.

The City consulted with the Tataviam on March 8, 2021. During the consultation, the Tataviam requested to review the Cultural Resource Assessment Report/Record search, the Cultural Study, and the SLF Search. On March 12, 2021, the tribe proposed language regarding inadvertent discoveries, sharing of archeological/cultural studies, and consultation with the tribe during ground disturbing activities. On April 7, 2021, the Tataviam accepted the City's Inadvertent Discovery of Tribal Resources mitigation measure, and the consultation was considered closed.

Given the Project proposes subsurface excavation for a basement, ground disturbing activities would disturb native soil and could result in the inadvertent discovery of a tribal cultural resource. Implementation of mitigation measure MM-TCM-1 would reduce impacts resulting from the inadvertent discovery of potential tribal cultural resources to less than significant by requiring monitoring and establishing a discovery protocol if ground-disturbing activities encounter tribal cultural resources.

Mitigation Measures:

MM-TCM-1: Tribal Cultural Resources Inadvertent Discovery

- Inadvertent Discovery of Tribal Cultural Resources (MM). Prior to commencing any ground disturbance activities at the Project Site, the Applicant, or its successor, shall retain archeological monitors and tribal monitors that are qualified to identify subsurface tribal cultural resources. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling,

tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, auguring, backfilling, blasting, stripping topsoil or a similar activity at the Project Site. Any qualified tribal monitor(s) shall be approved by the **Fernandeño Tataviam Band of Mission Indians**. Any qualified archaeological monitor(s) shall be approved by the Department of City Planning, Office of Historic Resources ("OHR"). The qualified archeological and tribal monitors shall observe all ground disturbance activities on the Project Site at all times the ground disturbance activities are taking place. If ground disturbance activities are simultaneously occurring at multiple locations on the Project Site, an archeological and tribal monitor shall be assigned to each location where the ground disturbance activities are occurring. The on-site monitoring shall end when the ground disturbing activities are completed, or when the archaeological and tribal monitor both indicate that the Site has a low potential for impacting tribal cultural resources. Prior to commencing any ground disturbance activities, the archaeological monitor in consultation with the tribal monitor, shall provide Worker Environmental Awareness Program (WEAP) training to construction crews involved in ground disturbance activities that provides information on regulatory requirements for the protection of tribal cultural resources. As part of the WEAP training, construction crews shall be briefed on proper procedures to follow should a crew member discover tribal cultural resources during ground disturbance activities. In addition, workers will be shown examples of the types of resources that would require notification of the archaeological monitor and tribal monitor. The Applicant shall maintain on the Project Site, for City inspection, documentation establishing the training was completed for all members of the construction crew involved in ground disturbance activities. In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by a qualified archeologist, in consultation with a qualified tribal monitor, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed Project; (2) and OHR.

2. If OHR determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant, or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

3. The Applicant, or its successor, shall implement the tribe's recommendations if a qualified archaeologist retained by the City and paid for by the Applicant, or its successor, in consultation with the tribal monitor, reasonably conclude that the tribe's recommendations are reasonable and feasible.

4. In addition to any recommendations from the applicable tribe(s), a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation.

5. If the Applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or qualified tribal monitor, the Applicant, or

its successor, may request mediation by a mediator agreed to by the Applicant, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the dispute. After making a reasonable effort to mediate this particular dispute, the City may (1) require the recommendation be implemented as originally proposed by the archaeologist or tribal monitor; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not require the recommendation be implemented because it is not necessary to mitigate an significant impacts to tribal cultural resources. The Applicant, or its successor, shall pay all costs and fees associated with the mediation.

6. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by both the qualified archaeologist and qualified tribal monitor and determined to be reasonable and appropriate.

7. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 5 above.

8. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.

9. Notwithstanding paragraph 8 above, any information that the Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and handled in compliance with the City's AB 52 Confidentiality Protocols.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c. 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?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Impact Analysis

a. Less than Significant Impact. A project could have a significant impact if it would require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects. As urban infill development that would replace existing buildings on a Site currently served with existing public utilities infrastructure, the Project would not result in the relocation or substantial expansion of that infrastructure. See Section XIX.b for an analysis of water supply and XIX.c for an analysis of wastewater capacity. As urban infill, the Project would generate a marginal net increase in the demand for electric power, natural gas, and telecommunications facilities relative to existing demand for such services in the City. The Project's potential stormwater effects and required compliance with stormwater management and treatment regulations are discussed in Section X, Hydrology and Water Quality. As discussed in these evaluations, the Project's potential to result in significant environmental effects related to relocation or construction of new or expanded utility infrastructure would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less than Significant Impact. A project could have a significant impact if there were not sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years.

Potable water is supplied to the existing uses on the Project Site and surrounding vicinity by the LADWP via an extensive distribution system, comprised of 7,337 miles of distribution pipes, 119 storage tanks, and a total storage capacity of 315,245 acre-feet.[74] According to the 2015 Urban Water Management Plan (UWMP), the LADWP has sufficient water supplies available for average weather years through the Year 2040 with existing passive conservation, as well as for dry and multiple dry years. Water supplies for 2025 for an average weather year are projected by the UWMP to be 644,700 acre-feet per year (AFY).[75] The following water demand calculations are based on the proposed hotel, restaurant, and retail uses.

In addition to the proposed hotel rooms, the Project would include a restaurant on the ground-floor and 2nd floor levels with 202 seats for indoor dining and 24 seats for outdoor dining along the Lankershim Boulevard sidewalk; a separate restaurant on the 7th floor level with 98 seats for indoor dining, and a 1,500 square foot retail space on the ground-floor level. The Project's future water demand is shown in **Table XIX-1, Project Water Demand**. For a conservative evaluation, the projected demand shown in Table XIX-1 does not consider the proposed removal of existing uses, which are predominantly vacant, in determining a net water demand for the Project.

Table XIX-1
Project Water Demand

Type of Use	Size [(b)]		Demand Rate [(a)]	Water Demand (gpd)
Hotel	171 rooms		156/room	26,676
Retail Area	1,500 sf		96/1,000 sf	144
Restaurant (1st and 2nd Floor)	Indoor	202 seats	36/seat	7,272
	Outdoor	24 seats	21.6/seat	518
Restaurant (7th Floor)	Indoor	98 seats	36/seat	3,528
Total Project Demand				**38,138**

[(a)] L.A. CEQA Thresholds Guide (2006), Exhibit M.2-12. Water demand assumed to be 120 percent of wastewater generation.
[(b)] Seating capacity shown on Figures 3-4, 3-5A, and 3-5D.
gpd = gallons per day
sf = square feet

As shown in Table XIX-1**,** the Project's water demand would be approximately 38,138 gallons per day (gpd), or 42.8 AFY, which is a small fraction of one percent (i.e., 0.007 percent) of the LADWP's projected water demand for the Year 2025. As such, the LADWP would have sufficient water supplies available to serve the Project.

The LADWP is tasked with long-range planning to evaluate future water supply availability and demand to meet the City's needs, including projections for reasonably foreseeable development. The City has adopted several plans, including the Sustainable City pLAn 2019 (LA's Green New Deal), which among other sustainability strategies, include water conservation strategies and targets, including a goal of reducing potable water use per capita by 22.5 percent by 2025; and 25 percent by 2035. All new development projects in the City, including the proposed Project, would be required to be constructed with water conservation fixtures as mandated by the LAGBC. The LAMC Section 99.04.303.4 requires that new development projects demonstrate that a 20 percent reduction in potable water use will be achieved within the building based on maximum allowable water use plumbing fixtures required by the LAGBC.

[74] LADWP, "Facts and Figures," www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water (accessed October 11, 2016).
[75] LADWP Urban Water Management Plan: 2015, approved June 7, 2016.

As evaluated above, the LADWP would have sufficient water supplies to serve the Project and reasonably foreseeable future development accounted for in the UWMP, and the Project and reasonably foreseeable future development would be required to incorporate water conservation features to meet codified reduction targets. Therefore, the Project's potential to result in a substantial environmental impact due to insufficient water supplies would be less than significant.

Mitigation Measures: No mitigation measures are required.

c. Less than Significant Impact. The Project may have a significant impact if would result in a determination by the wastewater treatment provider that it does not have adequate capacity to serve the Project in addition to the provider's existing commitments.

The Los Angeles Bureau of Sanitation (LA Sanitation) provides wastewater conveyance infrastructure and treatment service for the City, including the existing land uses on the Project Site.[76] Wastewater generated from the Project Site is conveyed to the Hyperion Treatment Plant. Currently, an average wastewater flow rate of nearly 275 million gallons per day (mgd) is generated in the system. The Hyperion Treatment Plant has the capacity to treat 450 mgd and therefore has excess capacity of approximately 175 mgd.[77]

The Project's estimated wastewater generation is provided in **Table XIX-2, Project Wastewater Generation**. For a conservative evaluation, the Project's wastewater generation shown in Table XIX-2 does not consider the proposed removal of existing uses, which are predominantly vacant, in determining future wastewater generation for the Project.

Table XIX-2
Project Wastewater Generation

Type of Use	Size [(b)]	Demand Rate [(a)]	Wastewater Generation (gpd)
Hotel	171 rooms	130/room	22,230
Retail Area	1,500 sf	80/1,000 sf	120
Restaurant (1st and 2nd Floor)	Indoor 202 seats	30/seat	6,060
	Outdoor 24 seats	18/seat	432
Restaurant (7th Floor)	Indoor 98 seats	30/seat	2,940
		Total Project Demand	**31,782**

[(a)] L.A. CEQA Thresholds Guide (2006), Exhibit M.2-12.
[(b)] Seating capacity shown on Figures 3-4, 3-5A, and 3-5D.
gpd = gallons per day
sf = square feet

As shown in Table XIX-2, the Project would generate approximately 31,782 gpd, which is a small fraction of one percent (i.e., 0.018 percent) of the excess treatment capacity at Hyperion Treatment Plant. Pursuant to the City Sewer Allocation Ordinance (No. 166060), in order to avoid prematurely committing treatment capacity to projects still in the environmental review or entitlement process, LA Sanitation does not determine sewer capacity availability for a proposed project until the LADBS has established that a project's plans and specifications are acceptable for plan check. This process ensures that the system can accept the anticipated wastewater flows from a project at the time of connection. However, based on current capacity and flow rates at Hyperion Water Reclamation Plant, the LA Sanitation wastewater treatment

[76] LA Sanitation, Sewers, Accessed on Aug 17, 2020 at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-s?_adf.ctrl-state=101rkaq8yo_5&_afrLoop=1945382053351572#!.

[77] LA Sanitation, Hyperion Water Reclamation Plant, Accessed on Aug 17, 2020 at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp?_afrLoop=4620187089132463&_afrWindowMode=0&_afrWindowId=1cb3ng6uon_139#!%40%40%3F_afrWindowId%3D1cb3ng6uon_139%26_afrLoop%3D4620187089132463%26_afrWindowMode%3D0%26_adf.ctrl-state%3D1cb3ng6uon_339.

system would have sufficient capacity for the Project's wastewater in addition to the existing treatment commitments. The Project's potential to result in a significant environmental impact regarding sufficient wastewater treatment capacity would be less than significant.

Mitigation Measures: No mitigation measures are required.

d. Less than Significant Impact. The Project may have a significant impact if would generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Solid waste generated within the City is recycled, reused, and transformed at waste-to-energy facilities or disposed of at landfills. Solid waste generated at commercial uses within the City, such as the proposed Project, are collected and transported by private waste collection services. Sunshine Canyon Landfill is the nearest municipal waste landfill within the Los Angeles County that could serve the Project, and is permitted to accept residential, commercial, and construction nonhazardous waste. This landfill is currently permitted to receive up to 12,100 tons per day (tpd). Actual daily disposal rates for the year 2018 averaged 6,765 tpd, leaving a surplus daily capacity of 5,335 tpd.[78] According to the Countywide Integrated Waste Management Plan 2018 Annual Report, the County would have surplus disposal capacity through the year 2033 under a status-quo planning scenario utilizing existing landfill facilities without expansions or permitting extensions, and existing waste export agreements.

Construction

Construction and demolition (C&D) activities would generate solid waste consisting of materials from existing structures to be demolished and excess/waste construction materials and packaging associated with the proposed structure. Pursuant to LAMC, Section 99.04.408.1, the Project would be required to divert at least 50 percent of C&D waste as a condition of permitting. **Table XIX-3, Construction Solid Waste Generation,** shows the Project's estimated C&D to be disposed of at a landfill following diversion of recyclable materials.

Table XIX-3
Construction Solid Waste Generation

Type of Use	Size	Generation Rate [a]	Total Waste (pounds)	Total Waste (tons)
Demolition				
Commercial	8,350 sf [(d)]	158 pounds/sf	1,319,300	660
Construction				
Hotel	106,182 sf	4.34 pounds/sf[(d)]	460,830	230
Commercial (Retail and Restaurant)	9,350 sf	4.34 pounds/sf	40,579	20
Parking	30,933 sf	4.34 pounds/sf	134,249	67
Total Construction and Demolition Waste Generation			**1,954,958**	**977**
Diversion of 50 Percent for Recycling [b]			977,479	489
Total Construction and Demolition Waste for Landfill Disposal			977,479	489

[(a)] United States Environmental Protection Agency (US EPA), Office of Resource Conservation and Recovery, Report No. EPA530-R-09-002, Estimating 2003 Building-Related Construction and Demolition Materials Amount.
[(b)] Required by LAMC, Section 99.04.408.1
[(c)] sf = square feet
[(d)] Construction waste generation rate for non-residential uses.

As shown in Table XIX-3, after the required diversion of 50 percent of recyclable materials, the estimated C&D waste to be disposed of at landfills would be reduced to 489 tons. Additionally, the Project would require excavation and disposal of approximately 29,000 cy of soil for construction of subterranean parking.

[78] County of Los Angeles Department of Public Works, Countywide Integrated Waste Management Plan 2018 Annual Report (December 2019), Appendix E-2, Table 4.

Exported soil is used as ground cover when deposited at landfills, and thus may be beneficial to landfill operations and are not considered further in this evaluation. Disposal of construction waste would occur over the duration of construction activities. However, if disposed of all in one day, the Project's total C&D waste disposal of 489 tons would represent approximately nine percent of the excess daily disposal capacity at Sunshine Canyon Landfill based on average daily disposal rates in 2018. As such, the Project's waste disposal during construction activities would not exceed the daily permitted capacity of the Sunshine Canyon Landfill. As such, solid waste disposal from construction activities would be less than significant.

Operations

During operations, the Project would generate solid waste from the proposed hotel use, restaurants, and retail space. The Project's operational solid waste generation has been estimated as shown in **Table XIX-4, Operations Solid Waste Generation**, based on solid waste generation rates provided by California Department of Resources Recycling and Recovery (CalRecycle).[79]

Table XIX-4
Operations Solid Waste Generation

Type of Use	Size	Generation Rate [(a)]	Total Waste (pounds/day)	Total Waste (tons/day)
Construction				
Hotel	171 rooms	4 pounds/room	684	0.342
Restaurant	6,850 sf [(b)]	0.005 pounds/sf	34	0.017
Retail	1,500 sf	0.006 pounds/sf	9	0.005
Total Solid Waste Generated			**727**	**0.364**
Diversion of 50 Percent for Recycling			364	0.182
Total Solid Waste Disposed at Landfills			**364**	**0.182**

[(a)] California Department of Resources Recycling and Recovery (CalRecycle).
[(b)] sf = square feet

As shown in Table XIX-4, the estimated solid waste generation from the proposed hotel, restaurant, and commercial retail uses during operations would be approximately 727 pounds per day or approximately 0.4 tons per day. Diversion of 50 percent of the solid waste stream for recycling would result in a total of 364 pounds per day (0.18 tons per day) to be disposed in landfills. As such, the Project's operational solid waste disposal would represent approximately 0.003 percent of the surplus permitted daily capacity of Sunshine Canyon Landfill reported in 2018. Therefore, the Project's potential to have a substantial environmental effect regarding inadequate landfill capacity or attainment of solid waste reduction goals would be less than significant.

The Project would be required to comply with City requirements regarding the diversion of recyclables from the solid waste stream, as described in **Regulatory Compliance Measure RC-UTIL-1** below.

Regulatory Compliance Measure RC-UTIL-1: Utilities (Solid Waste Recycling)

- (Operational) Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program.

[79] California Department of Resources Recycling and Recovery (CalRecycle), Commercial Sector Generation Rates, webpage accessed at https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates#Commercial on June 19, 2020.

- (Construction/Demolition) Prior to the issuance of any demolition or construction permit, the Applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the Project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety.

Mitigation Measures: No mitigation measures would be required.

e. Less Than Significant Impact. A significant impact could occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The proposed Project would generate solid waste that is typical of hotel, restaurant and retail uses and would comply with all federal, state, and local laws, statutes, and ordinances regarding the proper disposal of solid waste. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XX. WILDFIRE. If located in or near state responsibility areas or land classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factor, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Impact Analysis

a-d. No Impact. A project could have a substantial impact if the Project Site is located near state responsibility areas or land classified as a VHFHSZ and would substantially impact an adopted emergency response plan or emergency evacuation plan. The Project represents infill development located in an urbanized area of the City. The Project Site is not located within or near an existing or proposed State Responsibility Area (SRA)[80] or land classified as a VHFHSZ.[81] The Project Site is currently served by existing LAFD fire stations in the vicinity. In the event of a wildfire, the nearest fire station is LAFD Fire Station No. 60, located at 5320 Tujunga Avenue, 0.7 driving miles northwest from the Project Site.[82] Station 60 is also the nearest fire station housing a truck company. Other LAFD fire stations in the Project vicinity and approximate distances include Station 86 (1.0 mile), Station 102 (3.2 miles) and Station 78 (3.3 miles). In addition, through the City plan check process, the Project would submit plans to the LAFD for review and approval of fire prevention and safety features, including design features such as adequate street widths and access to the building, fire flow pressure, and fire hydrant placement. The Project is not located within or near an SRA or VHFHSZ; therefore, the Project would have no impact regarding wildfires.

Mitigation Measures: No mitigation measures are required.

[80] Board of Forestry and Fire Protection, State Responsibility Area Viewer, Accessed on June 18, 2020 at: https://bof.fire.ca.gov/projects-and-programs/state-responsibility-area-viewer/.
[81] City of Los Angeles, City of Los Angeles Department of City Planning. Zoning Information and Map Access System (ZIMAS), Accessed on June 18, 2020 at: http://zimas.lacity.org/.
[82] Los Angeles Fire Department, Find Your Station, Accessed on June 16, 2020 at: https://www.lafd.org/fire-stations/station-results.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☐	☐	☒	☐
c. Does the project have environmental effects that cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Impact Analysis

a. Less Than Significant Impact. For the purpose of this analysis, a significant impact could occur if a project would significantly degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

As discussed above in Section IV. Biological Resources, the Project Site is located within an urbanized area of the City, surrounded by urban uses, including a major arterial street and adjacent residential and commercial uses, and it would have unlikely potential to degrade the quality of the environment, based on the analyses above. The Project would be completely constructed within previously developed lots, which do not represent substantial habitat for fish or wildlife. The Project would not eliminate a plant or animal community or restrict the range of any plant or animal. As discussed in Section V. Cultural Resources, the Project development would not eliminate any known important examples of the major periods of California history or prehistory, and it would not eliminate any unknown important examples of California prehistory through required compliance with regulatory requirements. Impacts would be less than significant and no additional mitigation measures are required.

b. Less Than Significant Impact. For the purpose of this analysis, a significant impact could occur if a project, in conjunction with other projects in the vicinity, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together. The Project would

be constructed within an urbanized area of the City, on the previously developed Site, and it would be consistent with existing General Plan land use designations and zoning for the Project Site, with approval of the requested General Plan Amendment, Zone Change, and Height District Change. Additionally, as discussed in Section XIV, the Project would represent less than one percent (0.06 percent) of the projected 2016 to 2045 City employment increase. As such, the scale of the Project would be far below projected growth levels, and it would not be anticipated to result in a cumulatively considerable contribution to regional impacts that could cause an adverse physical change in the environment. As concluded in this analysis, the Project's incremental contribution to each evaluated issue would be less than significant, mitigated to less than significant, or would have no impact. As such, the Project's contribution to cumulative impacts would be less than significant and no additional mitigation measures are required.

c. Less Than Significant Impact. A significant impact could occur if a project would have environmental effects that cause substantial adverse effects on human beings, either directly or indirectly. As discussed in the preceding environmental analysis, the Project would not have significant environmental effects with implementation of the mitigation measures identified within this document. As such, the Project would not have substantial adverse effects on human beings. Therefore, this potential impact would be less than significant and no additional mitigation measures are required.

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