CITY OF LOS ANGELES
CALIFORNIA

Negative Declaration

Environmental Case Number: ENV-2018-1512-ND
Proposed Mixed Use Project (Hotel and Residential) at 8th Street & Mariposa Avenue
(CPC-2018-1511-ZC-ZV-ZAA-CU-CUB-SPR)

Project Location: The project site is designated with various addresses and multiple lots including**:** 3216, 3218, 3220,3222 West 8th Street, 800, 810, 812, 812 ½, 814, 814 ½ South Mariposa Avenue, Los Angeles, California, 90005 (Legal Lots 46, 47, and 48, of Tract 2140)

Community Plan Area: Wilshire

Council District: 10—Heather Hutt

Project Description: Demolition of a two-story, four-unit multifamily residential building, removal of an existing surface parking lot with 33 existing parking spaces and the construction, use and maintenance of a new mixed use building with a 60 guest room hotel with ground floor restaurant and 20 residential dwelling units within a seven (7) story building with a total floor area of approximately 38,601 square feet of commercial and hotel space including a 3,950 square feet of restaurant with outdoor patios and 28,314 square feet of residential floor area. The project proposes a three (3) level subterranean parking structure with 71 parking spacesand 38 bicycle stalls including 10 short term and 28 long term stalls.. The proposed hotel and apartment project is designed as one building with varying heights. The hotel and restaurant uses located on the northern half of the site. This section of the building is 7 stories in height. The apartment units are located on the southern portion of the building which measures up to 6 stories in height. The residential units and all related residential common areas including the rooftop garden area for the residents is located on the southern part of the subject site. The hotel and residential uses will function independently. The building is designed with hallways on levels 1 through 6 which connect the hotel and the dwelling units. However, the applicant proposes to restrict access, only allowing access for building maintenance and service.

The project site totals approximately 21,614 square feet in size and is comprised of multiple lots zoned for commercial and residential uses. The height of the project from the ground level to the top of the roof parapet is approximately 82' (residential portion) and 92'6" for the hotel portion, as

measured from the lowest grade of the property to the top of the roof parapet: The applicant proposes a 3,950-ground level restaurant with outdoor covered patios fronting 8th Street and Mariposa Avenue. As part of this request the applicant is requesting the sale and dispensing of a full line of alcohol in conjunction with the operation of the hotel and restaurant, with hours of operation seven days a week 7:00am to 2:00 am. The applicant is requesting approval for the sale and dispensing of alcohol within the hotel guest rooms, and in the hotel's guest-only roof top bar (7th level) and within the hotel's pool and lounge areas. The proposed ground floor restaurant will be open to the general public.

Open space and deck areas which are open to the sky are proposed on the 2nd level. The 2nd level also contains a swimming pool. The 6th floor roof level is also designed with a swimming pool with courtyard and lounge areas. The 7th level which opens up to the 6th floor roof level lounge areas, will contain a 1,435 square foot private hotel bar. The roof top bar will have indoor designated seating and tables. The roof top bar will be restricted to guests of the hotel, and will not be open to the general public. The project involves exporting approximately 32,396 cubic yards of dirt. The projects primary pedestrian frontage for hotel guests will be along 8th Street. The main entrance to the ground level restaurant will front the public right of way at corner of 8tt Street and Mariposa Avenue with a secondary entrance from the hotel lobby. The primary pedestrian entrance for the apartment units, will be along Mariposa Avenue. Vehicular access and ingress to the subterranean parking garage for both the hotel and apartment units will be from Mariposa Avenue. Pickup, drop off and valet service for hotel guests will be from 8th Street.

The applicant is proposing to add six (6) new trees on site, including one 24" box tree 'Arbutus 'Marina'/ Strawberry tree on the ground level, and five (5) 24" box trees, Prunis cerasifera 'Krauter Vesuvius'/Purple Tree on the 2nd floor deck. Five (5) new street trees will be provided along the public right away including two trees on 8th Street and three trees on Mariposa Avenue. The project is comprised of five (5) separate lots, three lots are zoned C2-1 and have a land use designation of Neighborhood Office Commercial and two of the lots are zoned R4-2 with High Medium Residential land use designation. The total project site is approximately 20,528 square feet in combined lot size with approximately 12,426 square feet designated with the C2-1 zone and approximately 8,102 square feet designated with R4-1 zone. As part of the entitlement request for the project, the applicant is requesting a zone change for the portion of the project site from C2-1 to RAS4.

The Projects Entitlement Requests The project is requesting various entitlement requests including the following.

1.) **Zone Change** from C2-1 to RAS4-1 for a portion of the project site including Fr Lots 46, 47 & 48 of TR 2140,

2.) **Site Plan Review** for a development project that results in an increase of 50 or more guest rooms and/or habitable units.

3.) **Conditional Use Permit (CUP**) to allow the construction, use and maintenance of a hotel within 500 feet of any A or R zone.

4.) **Zone Variance (ZV)** to allow vehicular and pedestrian access from a less restrictive zone (RAS4) to a more restrictive zone (R4), to allow access to guest parking and common vehicular driveway and pedestrian access across the project site.

5.) **Conditions Use (CUB**) to allow the sale and dispensing of a full line of alcoholic beverages in conjunction with the operation of the proposed hotel, within guest rooms, a ground level restaurant with indoor and outdoor dining, a guest only roof top bar, and in lounge areas located adjacent to hotel pools and roof top garden lounge areas, with the exception of the restaurant which will be open to the public all other areas will be restricted to hotel guests only.

6.) **Zoning Administrator Adjustments (ZAA**) to allow a reduced rear yard of nine (9) feet along the R4 zoned lot in lieu of the required 19 feet otherwise required for the R4 zone.

Lead Agency:	**Applicant/Owner:**
Department of City Planning	Mike Barry
Central Project Planning	3216 W. 8th Street.
200 N. Spring Street 621	Los Angeles, CA
Los Angeles, CA 90012	

INITIAL STUDY/NEGATIVE DECLARATION

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A: Air Quality & Greenhouse Gas Emissions Quantification Report, Prepared by Maxsum Development, LLC , dated October 2023.

B: Traffic Study, (October 2017) with Addendum to the Traffic Study dated September 29, 2023 and prepared by Gibson Transportation Consulting, Inc.

C: Revised LADOT Assessment Letter and report (May 5, 2023) and LADOT email (October 11, 2023)

D: Phase I Environmental Assessment, prepared by Geo Forward, dated April 10, 2023.

E: Geotechnical Engineering Investigation (Solis Report), Prepared by Pacific Geotech, Inc, dated March 24, 2023.

F: LADBS-Grading- Soils Approval Letter dated April 18, 2023.

G: Cultural and Paleontological Resources Assessment prepared by Cogstone, dated March 2023

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INTRODUCTION

This Initial Study and Negative Declaration Document evaluates potential environmental effects resulting from construction and operation of the proposed seven (7) story Mixed use Project with a 60-guest room hotel, 20 residential dwelling units and a restaurant Project ("Project") with three levels of subterranean parking located at the northeast intersection of 8th Street and Mariposa Avenue in the Wilshire Community Plan area. The Project proposes approximately 28,314 square feet of residential floor area, and approximately 38,601 square feet of total floor for the hotel and commercial portion of the project including a 3,950 square foot restaurant on the ground level. The project site is comprised of several lots totaling approximately 21,663 square feet (0.49 acres). The applicant proposes to demolish and an existing 5,097 square foot, 4-unit two-story residential apartment building and to remove an asphalt surface parking lot. Additionally, the Project will provide 42 bicycle parking spaces (including 30 long-term and 12 short-term). The proposed Project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). Therefore, this document has been prepared in compliance with the relevant provisions of CEQA and the State CEQA Guidelines as implemented by the City of Los Angeles (City). Based on the analysis provided within this Initial Study, the City has concluded that the Project may result in significant impacts on the environment. This Initial Study and Negative Declaration is intended as informational documents and are ultimately required to be adopted by the decision maker prior to project approval by the City.

1.1 PURPOSE OF AN INITIAL STUDY/ NEGATIVE DECLARATION

The California Environmental Quality Act was enacted in 1970 with several basic purposes: (1) to inform governmental decision makers and the public about the potential significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures; and (4) to disclose to the public the reasons behind a project's approval even if significant environmental effects are anticipated.

An application for the proposed project has been submitted to the City of Los Angeles Department of City Planning for discretionary review. The Department of City Planning, as Lead Agency, has determined that the project is subject to CEQA, and the preparation of an Initial Study is required.

An Initial Study is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the Initial Study concludes that the Project, with mitigation, may have a significant effect on the environment, an Environmental Impact Report should be prepared; otherwise the Lead Agency may adopt a Negative Declaration or a Mitigated Negative Declaration.

The Initial Study for this project concluded that the proposed project could not have a significant effect on the environment therefore this **Negative Declaration was prepared for** proposed development. This Initial Study and ND has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), the State CEQA Guidelines (Title 14, California Code of

Regulations, §15000 et seq.), and the City of Los Angeles CEQA Guidelines (1981, amended 2006).

This Initial Study was prepared pursuant to Section 15063 of the California Environmental Quality Act (CEQA) Guidelines. Although this Initial Study was prepared with consultant support, all analysis, conclusions, findings and determinations presented in the Initial Study fully represent the independent judgment and position of the City of Los Angeles ("City"), acting as Lead Agency under CEQA. In accordance with the provisions of CEQA, and the State and local CEQA Guidelines, as the Lead Agency, the City is solely responsible for approval of the proposed Project. As part of the decision-making process, the City is required to review and consider the potential environmental effects that could result from the Project.

The potential environmental effects of the proposed Project have been evaluated in this IS/ND consistent with §10563 of the CEQA Guidelines. Article 6 of the CEQA Guidelines discusses the Negative Declaration and Mitigated Negative Declaration Process, which is applicable to the Project. As stated in Article 6: "A public agency shall prepare or have prepared a proposed 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 identified 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."

As supported by the Initial Study presented herein, the City has determined that there is no substantial evidence that the Project or any of its aspects may cause significant effect on the environment. The Project is in substantial in compliance with existing policies, plans and regulations, and applicable revisions to the Project plans and together with design features and regulatory compliance measures incorporated in the proposal the project results in less than significant or no impacts on the environment. The City has consequently determined that a Negative Declaration (ND) should be prepared for the proposed Project.

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1.2. ORGANIZATION

This Initial Study/ND is organized into four sections as follows:

1 INTRODUCTION

Describes the purpose and content of the Initial Study/ND and provides an overview of the CEQA process.

2 EXECUTIVE SUMMARY

Provides Project information, identifies key areas of environmental concern, and includes a determination whether the project may have a significant effect on the environment.

3 PROJECT DESCRIPTION

Provides a description of the environmental setting and the Project, including project characteristics and a list of discretionary actions.

4 EVALUATION OF ENVIRONMENTAL IMPACTS

Contains the completed Initial Study Checklist and discussion of the environmental factors that would be potentially affected by the Project.

INITIAL STUDY/NEGATIVE DECLARATION

1 EXECUTIVE SUMMARY

PROJECT TITLE	**8TH AND MARIPOSA HOTEL/APARTMENT PROJECT 3216 8TH STREET**
ENVIRONMENTAL CASE NO.	**ENV-2018-1512-ND**
RELATED CASES	**CPC-2018-1511-ZC-ZV-ZAA-CU-CUB-SPR**

PROJECT LOCATION	
COMMUNITY PLAN AREA	WILSHIRE
GENERAL PLAN DESIGNATION	NEIGHBORHOOD OFFICE COMMERCIAL, HIGH MEDIUM RESIDENTIAL
EXISTING ZONING	C2-1, R4-2
COUNCIL DISTRICT	10- HEATHER HUTT

LEAD AGENCY	**City of Los Angeles**
STAFF CONTACT	GRISELDA GONZALEZ
ADDRESS	200 N. SPRING STREET, LOS ANGELES
PHONE NUMBER	213-978-1414
EMAIL	GRISELDA.GONZALEZ@LACITY.ORG

APPLICANT	MIKE BARRY
ADDRESS	3216 W. 8TH PLACE, LOS ANGELES, CA 90004
PHONE NUMBER	818-590-4178

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

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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 on the project have been made by or agreed to by the project proponent**. A MITIGATED NEGATIVE DECLARATION will be prepared.**

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

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Griselda Gonzalez	City Planner
PRINTED NAME	**TITLE**
Griselda Gonzalez	January 26, 2024
SIGNATURE	**DATE**

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).

5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

    a) Earlier Analysis Used. Identify and state where they are available for review.

    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9) The explanation of each issue should identify:

    a) The significance criteria or threshold, if any, used to evaluate each question; b) and The mitigation measure identified, if any, to reduce the impact to less than significance.

PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

The project proposes the demolition of an existing 5,097 square foot 4-unit two story residential apartment building, the removal of an asphalt surface parking lot and the construction use and maintenance of a new seven (7) story Mixed use Project with a 60-guest room hotel, 20 residential dwelling units and a ground level restaurant. ("Project). The Project is built over a three-level subterranean parking garage with 71 vehicular parking spaces and 42 bicycle stalls (12 short term and 30 long term). The project site is comprised of several lots totaling approximately 21,663 square feet (0.497 acres). The project site is located within the Wilshire Community Plan area located at northeast intersection of 8th Street and Mariposa Avenue. The Project proposes approximately 28,314 square feet of residential floor area and approximately 38,601 square feet of total floor for the hotel including a 3,950 square foot restaurant on the ground level. The projects primary frontage will be along 8th Street with secondary access from Mariposa Avenue.

3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location

The project is located at the 8th and Mariposa Avenue, including 5 lots with the following address, 3216, 3218, 3220,3222 West 8th Street, 800, 810, 812, 812 ½, 814, 814 ½ South Mariposa Street, Los Angeles, California, 90005 (Legal Lots 46, 47, and 48, of Tract 2140) The project site is located within the Wilshire Community Plan area, in the City of Los Angeles.

1.2.2 Existing Conditions

The subject site is approximately 21,663 square feet (.497 acres) in lot size and is improved with a surface parking lot with 33 vehicular parking spaces, at the corner or 8th and Mariposa Street and an existing two story, four (4) unit residential apartment building fronting Mariposa Avenue. The surface parking lot covers the three commercial zoned lots (FR 48, FR47, FR 46 arb 1, Tract 2140) with an existing zoning of C2-1, and land use designation of Neighborhood Office Commercial. The existing residential development is built over two lots (FR46 arb2, and FR 45 arb 2, Tract 2140) and are designated with a High Medium Residential land use. Both the surface parking and existing buildings are proposed for removal and demolition.

3.2.3 Surrounding Land Uses

The project site fronts south side of 8th Street east side of Mariposa Avenue. The City's Mobility Plan designates 8th Street as an Avenue II Street and Mariposa Avenue as a Local Street. 8th Street is developed with a range of retail, commercial, and mixed-use developments with commercial on the ground level and residential units on upper levels, including two hotels on the south side of 8th Street. These types of land uses are consistent along the south and north side of 8th Street. An LAUSD school campus is located

approximately 150 feet northeast from the subject site. The LAUSD campus is a 22-acre site comprised of several schools, serving Kindergarten through 12 grades. This LAUSD school site was formally occupied by the Ambassador Hotel before being redeveloped for the purposes of LAUSD school facilities. The site immediately across the street from the project site, on the north side of 8th street, is coin laundry business with surface parking, and the site across the street from the subject site on the west side of Mariposa Avenue is developed with a two-story office building. Lots fronting 8th Street are zoned C2-1, C2-2 and C4-2 and designated with Neighborhood Office Commercial and Regional Center Commercial. The buildings along 8th street range from one to 6 stories in height. The site is also surrounded to the east, west, and south by multi-family residential developments ranging from two (2) to (6) stories in height. The lots abutting the project site along southern property line of the (along the existing R4-2 lot), are developed with a six (6) story, 33-unit, residential development. The lots abutting the subject site along the eastern property line, are developed three residential developments in including a 24 unit, six (6) units, and a 33-unit apartment complex. The lots on across the street from the subject site, on west side of Mariposa Avenue are developed with two (2) and (3) story residential developments. The surrounding residential neighborhood is zoned R4-2 with a High Medium Residential land use designation.

DESCRIPTION OF PROJECT

3.3.1 Project Overview

The proposed project involves the removal of a surface parking lot with 33 parking spaces and the demolition of a 4-unit two story apartment complex to allow for the construction of a new seven (7) story 60 guest room hotel and 20 unit residential units over a three level subterranean parking structure with 71 vehicular parking spaces and 42 bicycle parking spaces on site (30 long term and 12 short term spaces) The proposed development totals approximately 66,915 square feet in floor area including 28,314 square foot of residential floor area and 38,601 square feet for the hotel use, including 3,950 square feet allocated to the ground floor restaurant. The height of the proposed building from the ground level to the highest point top of the building is approximately 92 feet and 6 inches. The roof will contain a pool and courtyard with open space, planters, and lounge seating areas for the hotel guests. A total of 5 trees will are proposed for the public right away including two on 8th Street and three on Mariposa Avenue. Five (5) new trees are proposed on the 2nd level courtyard. A variety of plants and shrubs including planters, portable pots and decorative paving are proposed throughout the site dispersed on the ground level, roof level and on the second level deck which is open to the sky. The project is comprised of five (5) separate lots, three lots are zoned C2-1 and have a land use designation of Neighborhood Office Commercial and two of the lots are zoned R4-2 with High Medium Residential land use designation. The total project site is approximately 20,528 square feet in combined lot size with 12,426 square feet designated with the C2-1 zone and 8,102 square feet designated with R4-1 zone. As part of the entitlement request for the project, the applicant is requesting a zone change for the portion of the project site zone C2-1 to RAS4.

3.3.2 Design and Architecture

The proposed project is an apartment and hotel project, with a portion of the building designed for hotel and commercial use, and the other designated for the 20-unit apartment

portion. The hotel portion of the building is 6 stories, and the residential portion is 6 stories. The hotel and residential units are connected via hallways, that are proposed to be locked, and available only for maintenance. The apartment portion is designed with a private roof level garden area, which is designed only for the residential tenants and would not be accessible to the hotel guests. The portion of the building designed for the hotel use is a seven (7) story structure with the hotel lobby and commercial use on the ground level. The hotel portion also contains a roof level garden area, with a hotel bar and pool. There are several pedestrian access entries to the subject building. The primary entrance from to the hotel is along 8th street. The pedestrian entrance to the ground level restaurant is at the northwest corner of the subject building and along Mariposa Avenue. The proposed project is designed with three (3) levels of subterranean parking levels which contains 71 parking spaces. Vehicular access to the parking levels is accessed via a vehicular entrance along Mariposa Avenue. Vehicular guest pick-up, drop-off and valet service is also accessed via driveway access from 8th Street. The valet drop off area will have direct access to the subterranean parking levels. The proposed building incorporates a contemporary design with a variety material including glass, steel, faux wood, brick and exterior limestone veneer, and white smooth plaster and stucco. The building is designed with recessed windows throughout all levels of buildings with transparency of approximately 65% of total building facade area along 8th Street and 33% along Mariposa Avenue. The total transparency along 8th Street is approximately 4,702 square feet. of windows and storefront and 7,226 square feet. of building facade area. The Mariposa Avenue façade, including the stepped back facade facing pool deck/courtyard totals approximately 4,356 square feet of windows and storefront and 13,114 square feet of building facade area. The ground level covers nearly all the site, while levels two through 7 are U shaped with. The second level is designed with a courtyard open to the sky. The roof level contains guest pool, and bar with covered and uncovered guest lounge and seating areas.

3.3.3 Open Space and Landscaping

The proposed project incorporates open space, landscaping and courtyards throughout various levels of the seven (7) story development with the majority being located on the 6th floor roof level and on the 2nd level. The 6th floor roof level will contain a swimming pool and courtyard with open space, planters, and lounging and seating areas for the guests. The subject site contains a surface parking lot and residential development that will be removed and demolished. The applicant is proposed to remove all existing trees and vegetation from the site to prepare the land for development. The project description includes the addition of 6 new site trees, all of which will be located throughout the project site. Including five (5) 24” Box trees (Purple Plum) on the 2nd floor courtyard, and one 24” box (Arbutus Marina/Strawberry) tree on the ground level. The second level deck contains a swimming pool and lounge area that is located at the center of the building, and which is open to the sky. The ground level covers most of the project site, while second level deck is open to the sky, and is surrounded by the guest rooms on three sides. A variety of plants and shrubs including planters, portable pots and decorative paving are proposed throughout the site and dispersed on the ground level, roof and second level.

The project proposes the planting of five (5) new street trees (36” box) located along the project site’s two frontages including two (2) along 8th Street parkway and three (3) trees along Mariposa Avenue parkway. The applicant proposed to remove one existing street

tree located at Mariposa Avenue. The applicant is seeking approval from Urban Forestry for the removal and planting of the new street trees. However, this analysis gives no rights to the applicant to remove any street tree. No street trees may be removed without prior approval of Urban Forestry based on compliance with LAMC Section 62.169 and 62.170 and applicable findings.

3.3.4 Access, Circulation, and Parking

The project site is located at the intersection of 8th street an Avenue II designated street and Mariposa Avenue a Local Street. The proposed development will be built over five lots of various sizes and with the frontages located along 8th street and Mariposa Avenue. The project proposes 135 feet of linear feet along 8th street, and 160 feet along Mariposa Avenue. The proposed development is designed with seven (7) stories over three stories of subterranean parking. There are several pedestrian and vehicular access points along both street frontages. The main entrance to the hotel is proposed on 8th Street. There is also a vehicular driveway on 8th Street for the purposes of accessing the guest pick up and drop off and valet services. The ground level of the seven-story building contains the main hotel lobby area which will be accessed from the 8th Street. The ground level will also contain a restaurant with an outdoor dining patio designed with pedestrian entrances along Mariposa Avenue. Access to the three levels of subterranean parking structures will be from Mariposa Avenue. Parking for the residential units will also be located within the subterranean parking garage. Pedestrian access to the apartment units will be from Mariposa Avenue.

Special Events

Applicant has not indicated any special events not normally associated with a day to day operation.

3.3.5 Sustainability Features

The project will comply with the LA Green code and Title 24 requirements.

3.3.6 Anticipated Construction Schedule

It is anticipated that construction of the project would commence in late 2024 and last approximately twenty-four (24) months. Assuming this construction time frame, the proposed development would be ready for occupancy in 2026.

REQUESTED PERMITS AND APPROVALS

The list below includes the anticipated requests for approval of the Project. The Initial Study/Negative Declaration will analyze impacts associated with the Project and will provide environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits and approvals required to implement the Project include, but are not necessarily limited to, the following:

- for Zone Change (ZC) from C2-1 to RAS4-1 for the Fr Lots 46, 47 & 48 of TR 2140, to allow the construction, use and maintenance of a seven (7) story mixed use (Hotel/Apartment) building including a hotel with 60 guest rooms with a 3,950 square foot ground-floor restaurant; 20-unit residential units, and three (3) levels of subterranean parking garage.

- Site Plan Review (SPR) for a development project that results in an increase of 50 or more guest rooms and/or habitable units and more than 50,000 square feet of floor area.

- a Conditional Use Permit (CUP) to allow the construction, use and maintenance of a hotel within 500 feet of any A or R zone/s.

- Conditional Use (CUB) to allow the sale and dispensing of a full line of alcohol in conjunction with the operation of the hotel and restaurant.

- A Zoning Administrator Adjustment (ZAA) to allow reduced rear yard of 9 feet in lieu of the required 19 feet for the R4 zone.

- Zone Variance (ZV) to allow vehicular and pedestrian access from a less restrictive zone (RAS4) to a more restrictive zone (R4), to allow access to guest parking and common vehicular driveway and pedestrian access across the project site.

  Note: Grading, foundation, haul route approvals and building permits and such additional actions as may be determined necessary.

- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

Senate Bill (SB) 743 [Public Resources Code (PRC) §21099(d)] sets forth new guidelines for evaluating project transportation impacts under CEQA, as follows: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment." PRC Section 21099 defines a "transit priority area" as an area within 0.5 mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." PRC Section 21099 defines an "employment center project" as "a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area. PRC Section 21099 defines an "infill site" as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. This state law supersedes the aesthetic impact thresholds in the 2006 L.A. CEQA Thresholds Guide, including those established for aesthetics, obstruction of views, shading, and nighttime illumination.

The related City of Los Angeles Department of City Planning Zoning Information (ZI) File ZI No. 2452 provides further instruction concerning the definition of transit priority projects and that "visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact as defined in the City's CEQA Threshold Guide shall not be considered an impact for infill projects within TPAs pursuant to CEQA."[1]

PRC Section 21099 applies to the Project. Therefore, the Project is exempt from aesthetic impacts. The analysis in this initial study (or in the EIR, if any aesthetic impact discussion is included), is for informational purposes only and not for determining whether the Project will result in significant impacts to the environment. Any aesthetic impact analysis in this initial study (or the EIR) is included to discuss what aesthetic impacts would occur from the Project if PRC Section 21099(d) was not in effect. As such, nothing in the aesthetic impact discussion in this initial study (or the EIR) shall trigger the need for any CEQA findings, CEQA analysis, or CEQA mitigation measures.

[1] City of Los Angeles Department of City Planning, Zoning Information File ZA No. 2452, Transit Priority Areas (TPAs)/Exemptions to Aesthetics and Parking Within TPAs Pursuant to CEQA. Available at: http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf. Accessed Dec. 2, 2016.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 within a state scenic highway?	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). 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?	☐	☐	☒	☐

a) Have a substantial adverse effect on a scenic vista?

No Impact. A scenic vista, as defined by the California Department of Transportation, is a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. A significant impact would occur if the Project would have a substantial adverse effect on a scenic vista. A focal point view would consist of a view of a notable object, building, or setting. Diminishment of a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected.

The project site is within a highly urbanized community west of downtown Los Angeles within the City of Los Angeles Wilshire Community Plan Area. The general topography within the project site is flat with a westerly slope. In general, views within the project vicinity are short in range and limited to the roadway corridors due the surrounding development. These views are common within urban areas, particularly in more densely developed residential and commercial corridors, and are unlikely to be considered unique scenic vistas. The existing visual character of the surrounding area is highly urban and the Project Site is not located on or near any scenic vistas that would be impeded. The project site is not listed in the Historic Resources Inventory database maintained by the State Office of Historic Preservation. In addition, the project is located within a Transit Priority Area in the City of Los Angeles (TPA). City of Los Angeles Zoning Information File

ZI No. 2452 provides that visual resources, aesthetic character, shade and shadow, light and glare, scenic vistas and other aesthetic impacts as defined by CEQA shall not be considered an impact for infill projects within TPA's. Therefore, no impact will result and no mitigation measures are required.

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 state scenic highway?

No Impact. A significant impact would occur only if scenic resources would be damaged or removed by a project, such as a tree, rock outcropping, or historic building within a designated scenic highway. The project site does not contain any unique or locally recognized, natural, urban, or historic features, nor is the project site listed on the Historic Resources Inventory database maintained by the State Office of Historic Preservation. There are no identified scenic resources such as rock outcroppings or historic buildings located on-site. The building has not been identified as requiring Historic Preservation Review. The City of Los Angeles' General Plan Mobility Element (Citywide General Plan Circulation System Maps) as well as the CalTrans website indicates that no State-designated scenic highways are located near the project site. Furthermore, the project is located within a Transit Priority Area in the City of Los Angeles (TPA). City of Los Angeles Zoning Information File ZI No. 2452 provides that visual resources, aesthetic character, shade and shadow, light and glare, scenic vistas and other aesthetic impacts as defined by CEQA shall not be considered an impact for infill projects. No impacts would occur and no mitigation measures are required.

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 point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact. A significant impact would occur if the proposed Project would substantially degrade the existing visual character or quality of the site and its surroundings. The Project Site is located in an area of the City that is highly urbanized. Surrounding uses are developed with a mix of commercial and residential uses. Properties surrounding the subject site are developed with two and three-story multi-family residential structures.

Potential for degradation to the visual character and quality of the site and surrounding area would be further reduced with the following applicable Regulatory Compliance Measures (RCM), RC-AE-3 which, pursuant to LAMC Section 91.8104, requires that every building shall be maintained in a safe and sanitary condition and good repair, and free from debris, rubbish, garbage, trash, overgrown vegetation, or other similar material; and LAMC Section 91.8014.15, which requires that the exterior to all building and fences shall be free from graffiti when such graffiti is visible from a street or alley. The proposed Project would be built over several lots and will replace an existing vacant lot at the corner of 8th Street and Mariposa Avenue and existing apartment building fronting Mariposa Avenue. Project as designed would not conflict with applicable zoning and other regulations governing scenic quality. No impacts would occur, and no mitigation measures are required.

d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?

Less Than Significant Impact. A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions. Due to the urbanized nature of the area, a moderate level of ambient nighttime light already exists. Nighttime lighting sources include street lights, vehicle headlights, and interior and exterior building illumination. All parking for the project will be provided in subterranean parking Guest Drop off areas will be accessed via 8th Street. The main entrance to the Hotel will be along 8thSstreet. 8th Street is developed with a mix of commercial uses. Artificial light sources from the surrounding residential and commercial structures include interior and exterior lighting for security, parking, architectural highlighting, incidental landscape lighting, and illuminated signage. Automobile headlights, streetlights, and stoplights for visibility and safety purposes along the major and secondary surface streets contributes to overall ambient lighting levels as well. Light sensitive residential uses in proximity to the project site include 1 to 4 story apartment complexes south, east and west of the site. All on-site lighting would be directed away from adjacent properties and would not substantially change existing ambient nighttime lighting conditions. The proposed Project does not include any elements or features that would create substantial new sources of glare. Therefore, light and glare impacts would be less than significant.

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

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?

No Impact. A significant impact would occur if the proposed Project would convert valued farmland to non-agricultural uses. The Project Site is located in an urbanized area of the City of Los Angeles. As discussed in Section 3, Project Description, of this Initial Study, the Project Site is currently developed with residential and commercial uses. In addition, the uses surrounding the Project Site primarily include commercial and residential uses. No agricultural uses or operations occur on-site or in the vicinity of the Project Site. The Project Site and surrounding area are also not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency Department of Conservation. In addition, the proposed Project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. As such, no impacts would occur and no mitigation measures are required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. A significant impact would occur if the proposed project conflicted with existing agricultural zoning or agricultural parcels enrolled under the Williamson Act. The Project Site is zoned by the LAMC as C2-1, and R4-2 designated for Neighborhood Office Commercial land uses and High Medium Residential uses. The Project Site is not zoned for agricultural use. Furthermore, none of the surrounding properties are zoned for agricultural use. The Project Site and surrounding area are also not enrolled under a Williamson Act Contract. Therefore, the Project would not conflict with any zoning for agricultural uses or a Williamson Act Contract. No impacts would occur, and no mitigation measures are required.

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))?

No Impact. A significant impact would occur if the proposed project conflicted with existing zoning or caused rezoning of forest land or timberland or resulted in the loss of forest land or in the conversion of forest land to non-forest use. The Project Site is located in an urbanized area and currently developed with residential and a vacant site with surface parking. The Project Site does not include any forest land or timberland. In addition, the Project Site is currently zoned for automobile parking, residential and commercial uses, and is not zoned and/or used as forest land. Therefore, the Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland as defined by the Public Resources Code. No impacts would occur, and no mitigation measures are required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. A significant impact would occur if the proposed project conflicted with existing zoning or caused rezoning of forest land or timberland, or resulted in the loss of forest land or in the conversion of forest land to non-forest use. The Project Site is located in an urbanized area and does not include any forest land or timberland. Therefore, the Project would not result in the loss

or conversion of forest land to non-forest use. No impacts would occur, and no mitigation measures are required.

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?

No Impact. A significant impact would occur if the proposed project caused the conversion of farmland to non-agricultural use. The Project Site is located in a highly developed area and zoned for automobile, commercial, and residential land uses under the Wilshire Community Plan area. The Project Site is entirely developed and located in a developed area of the City, and no agricultural uses, designated Farmland, or forest land uses occur at the Project Site or within the surrounding area. As such, the Project would not result in the conversion of farmland to nonagricultural use. No impacts would occur, and no mitigation measures are required.

III. AIR QUALITY

Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The South Coast Air Basin (Basin) is designated nonattainment at the Federal and State level for ozone and PM2.5. SCAQMD has developed regional emissions thresholds to determine whether a project would contribute to air pollutant violations. If a project exceeds the regional air pollutant thresholds, then it would significantly contribute to air quality violations in the Basin.

The SCAQMD is primarily responsible for planning, implementing, and enforcing air quality standards for the South Coast Air Basin. The Air Basin is a subregion within the western portion of the SCAQMD jurisdiction, as the SCAQMD also regulates portions of the Salton Sea Air Basin and Mojave Desert Air Basin within Riverside County.

To meet the NAAQS and CAAQS, the SCAQMD has adopted a series of AQMPs, which serve as a regional blueprint to develop and implement an emission reduction strategy that will bring the area into attainment with the standards in a timely manner. The 2016 AQMP includes strategies to ensure that rapidly approaching attainment deadlines for O3 and PM2.5 are met and that public health is protected to the maximum extent feasible. The most significant air quality challenge in the Air Basin is to reduce NOX emissions sufficiently to meet the upcoming O3 standard deadlines, as NOX plays a critical role in the creation of O3. The AQMP's strategy to meet the 8-hour O3 standard in 2023 should lead to sufficient NOX emission reductions to attain the 1-hour O3 standard by 2022. Since NOX emissions also lead to the formation of PM2.5, the

NOX reductions needed to meet the O3 standards will likewise lead to improvement of PM2.5 levels and attainment of PM2.5 standards.

The SCAQMD's strategy to meet the NAAQS and CAAQS distributes the responsibility for emission reductions across federal, state and local levels and industries. The 2016 AQMP 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 USEPA.

The AQMP also incorporates the transportation strategy and transportation control measures from SCAG's adopted 2020-2045 RTP/SCS Plan. SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and state air quality requirements. Pursuant to California Health and Safety Code Section 40460, SCAG has the responsibility of preparing and approving the portions of the AQMP relating to the regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. The RTP/SCS includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained in the AQMP.

The 2016 AQMP forecasts the 2031 emissions inventories ''with growth'' based on SCAG's 2016-2040 RTP/SCS. The region is projected to see a 12 percent growth in population, 16 percent growth in housing units, 23 percent growth in employment, and 8 percent growth in vehicle miles traveled between 2012 and 2031. Despite regional growth in the past, air quality has improved substantially over the years, primarily due to the effects of air quality control programs at the local, state and federal levels.

On September 3, 2020, SCAG's Regional Council adopted the 2020-2045 RTP/SCS. The 2020-2045 RTP/SCS was determined to conform to the federally-mandated state implementation plan (SIP), for the attainment and maintenance of NAAQS standards. On October 30, 2020, CARB also accepted SCAG's determination that the SCS met the applicable state greenhouse gas emissions targets. The 2020-2045 RTP/SCS will be incorporated into the forthcoming 2022 AQMP.

Construction

All construction activities would be conducted in compliance with the South Coast Air Quality Management District (SCAQMD) rules pertaining to Fugitive Dust (Rule 403) and Architectural Coating (Rule 1113), and heavy-duty diesel equipment would meet minimum California Air Resources Board (CARB) off-road fleet requirements.

Construction impacts include emissions associated with site demolition, grading/preparation, utilities installation, construction of buildings, paving, and architectural coating. Construction emissions result from on- and off-site activities. On-site emissions principally consist of exhaust emissions from the activity levels of heavy-duty construction equipment, motor vehicle operation, and fugitive dust (mainly PM10) from disturbed soil. Additionally, paving operations and application of architectural coatings would release ROG emissions. Off-site emissions are caused

by motor vehicle exhaust from haul trips due to the 32,396 cubic yards of export, delivery vehicles, worker traffic, and road dust (PM10 and PM2.5).

The proposed project's estimated construction emissions were modeled using CalEEMod Version 2022.1.1.12 to identify maximum daily emissions for each pollutant during project construction. The output reports from CalEEMod are included as Appendix A Criteria Air Pollutant & Greenhouse Gas Emissions Quantification Report, Prepared by Maxsum Development, LLC (October 2023). Construction emissions were modeled based on the size of the project site, the volume of demolition material and soil to be disposed of offsite, as well as the proposed building's square footage, number of units, and parking spaces. The project's maximum daily construction emissions as calculated by CalEEMod are listed in Table 4.1, Maximum Daily Construction Emissions. As seen in Table 4.1, peak daily construction activity emissions of criteria air pollutants are estimated to be below the SCAQMD thresholds of significance. Therefore, construction period air quality impacts of the project would be less than significant.

Table 4.1
Maximum Daily Construction Emissions (pounds/day)

	ROG	NO_x	CO	SO_2	PM-10	PM-2.5
Maximum Daily Construction Emissions	74.229	32.374	28.4	0.0640	21.088	11.287
SCAQMD Thresholds	75	100	550	150	150	55
Significant Impact? Yes/No	No	No	No	No	No	No
Source: CalEEMod output, October 24, 2023. PM-10 and PM-2.5 emission estimates include watering exposed surfaces twice daily for dust suppression to comply with SCAQMD Rule 403 Requirements.						

Operation

During operations, the proposed land uses would result in air quality emissions of criteria pollutants from area sources, energy sources, and mobile sources. As an infill development, the proposed project's operational emissions would be at least somewhat offset by the removal of the existing land use on the project site. Therefore, CalEEMod was used to estimate emissions from the existing uses as well as the proposed uses, to determine the project's net change in regional emissions. The CalEEMod output sheets for the proposed project, as well as the existing conditions are provided in Appendix A. The project's net increase in emissions due to operations of the proposed development would not exceed SCAQMD significance thresholds for criteria pollutants as shown in Table 4.2 above, Maximum Daily Operations Emissions (pounds/day). As seen in Table 4.2 below, the project's total operational emissions would also be far below SCAQMD thresholds even without credit removal of existing uses on the project site. Therefore, operational impacts of the project would be less than significant.

Table 4.2

Maximum Daily Operations Emissions (pounds/day)

Emissions Sources	ROG	NO_x	CO	SO_2	PM-10	PM-2.5 0
Area	50.7006	3.7324	101.6791	0.2239	13.2177	13.2177
Energy	0.0964	0.8399	0.4703	5.26	**0.066**	**0.66**
Mobile	17.0524	14.4307	132.7232	0.2667	32.3479	8.7399
Total	**67.8494**	**19.0029**	**234.8726**	**0.4958**	**45.6322**	**22.0242**
SCAQMD Thresholds	75	100	550	150	150	55
Significant Impact? Y/N	No	No	No	No	No	No
Source: CalEEMod output, October 24, 2023						

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact. A project may have a significant impact if project-related emissions would exceed federal, state, or regional standards or thresholds, or if project-related emissions would substantially contribute to an existing or projected air quality violation. To address potential impacts from construction and operational activities, the SCAQMD currently recommends that impacts from projects with mass daily emissions that exceed any of the thresholds outlined in Table 6 of the (AQ & GHG Report Dated October 2023), SCAQMD Thresholds of Significance, be considered significant. The City of Los Angeles defers to these thresholds for the evaluation of construction and operational air quality impacts. Construction activities associated with the proposed project would be undertaken in two main steps: (1) grading, excavation and foundation and (2) building construction and finishing.

Grading, excavation and foundations would occur for approximately nine (9) months and would require the export of approximately 32,396 cubic yards of soil. Building construction would occur for approximately fifteen (15) months and would include the construction of the proposed building, connection of utilities, laying irrigation for landscaping, architectural coatings, paving, and landscaping the project site. These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities involving grading and foundation preparation would primarily generate PM2.5 and PM10 emissions. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the project site) would primarily generate NOx emissions. The application of architectural coatings would primarily result in the release of ROG emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time.

The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model, version 2022.1.1.20 as recommended by the SCAQMD. Due to the construction time frame and the normal day-to-day variability in construction activities, it is difficult, if not impossible, to precisely quantify the daily emissions

associated with each phase of the proposed construction activities. However, based on the air quality analysis any potential impacts would be less then significant.

c) **Expose sensitive receptors to substantial pollutant concentrations?**

Less Than Significant Impact. The Project will introduce additional commercial and hotel residential uses to the area but would not result in activities that create substantial pollutant concentrations. The seven story hotel and residential unit project will contain 60 guest rooms, with a lobby ground level, 20 residential units and three levels of subterranean parking. The project also proposes a restaurant at the ground level located at the intersection of 8th Street and Mariposa Avenue. The type of uses proposed for the site, hotel, residential and restaurant do not typically produce any substantial pollutant concentrations. Therefore, the Project would not result in other emissions affecting a substantial number of people during either construction or operation of the Project, and a less than significant impact would occur.

d) **Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

Less Than Significant Impact. A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities.

The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD, apply to projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: NOx, CO, PM10, and PM2.5. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each SRA. For PM10, the LSTs were derived based on requirements in SCAQMD Rule 403 — Fugitive Dust. For PM2.5, the LSTs were derived based on a general ratio of PM2.5 to PM10 for both fugitive dust and combustion emissions. The SCAQMD has developed five sample construction scenarios, one-acre, two-acre, three-acre, four-acre, and five-acre in size, where construction impacts do not exceed the most stringent LSTs. The sample scenarios were designed to be used as models or templates for analyzing construction air quality impacts by projects of similar size. As the project site is approximately 0.496 acres in size, the one-acre sample construction scenario was used as a template to analyze the significance of the construction emissions generated by the Proposed Project. In conducting the analysis, the parameters of the one-acre sample construction scenario were slightly modified such that they would apply to the project-specific characteristics of the Proposed Project. The parameters that have been modified in the one-acre sample construction scenario for the Proposed Project analysis include the number of equipment, the construction schedule,

the square footage of the proposed structures, and the amount of dirt that would be handled. Air quality analysis indicated that any potential impacts would be less then significant.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US 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?	☐	☐	☐	☒

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. A significant impact would occur if a project were to remove or modify habitat for any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife(CDFW) or the U.S. Fish and Wildlife Service.

A project would normally have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or (c) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The project site is located in a highly urbanized area and is currently developed with residential uses. The project site does not include suitable habitat for candidate, sensitive, or special status species. Due to the high levels of human activity and development in the project area, there is little potential for sufficient natural habitat to support candidate, sensitive, or special status species. Consequently, project implementation would not likely have a substantial adverse effect on candidate, sensitive, or special status species.

The Project Site is primarily covered with buildings and surface parking. There are no City or County significant ecological areas on the Project Site. The Project will result in the removal of minimal vegetation and trees around the Project Site and excavation of the ground for subterranean parking. There are no protected trees on-site and no protected trees in the City's right-of-way. All removal and replacement of any trees will comply with City regulatory requirements.

Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The Project would comply with the regulations of the CDFW and USFWS. Therefore, no impact would occur.

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

No Impact. A significant impact would occur if riparian habitat or any other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or

USFWS were to be adversely modified without adequate mitigation. No riparian or other sensitive habitat areas are located on or adjacent to the Project Site.

A project would normally have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; (c) the alternation of an existing wetland habitat; or (d) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The project site is located in an urbanized area and is an improved land area. The project site is not located within a significant ecological area (SEA), as designated by the City of Los Angeles2, and no riparian habitat or other sensitive natural communities exist on site. Therefore, the proposed project would not have any effect on riparian habitat or sensitive natural community and no impacts would occur.

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?

No Impact. A significant impact would occur if federally protected wetlands, as defined by Section 404 of the Clean Water Act, would be modified or removed by a project without adequate mitigation. The Project Site is located in an urbanized area of the City. No federally protected wetlands (e.g., estuarine and marine deepwater, estuarine and marine, freshwater pond, lake, riverine) occur on or in the immediate vicinity of the Project Site. The nearest wetland habitat is at MacArthur Park Lake classified as Freshwater Pond and located approximately one mile from the Project Site. Therefore, the Project would not result in the direct removal, filling, or hydrological interruption of a federally protected wetland as defined by Section 404 of the Clean Water Act. No impact to federally protected wetlands would occur.

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?

No Impact. A significant impact would occur if a project would interfere with or remove access to a migratory wildlife corridor or impede the use of wildlife nursery sites. The project site is currently developed with surface parking lot, and a four-unit two (2) story residential apartment complex and is located within a fully urbanized area. Due to the existing urban development on the Project Site and in the adjacent surroundings, the Project Site does not function as a corridor for the movement of native or migratory animals. Surrounding land uses for the project site consist primarily of commercial and residential uses. No wildlife corridors or native wildlife nursery sites are known to be present on the site or in the vicinity. Furthermore, due to the urbanized nature of the project area, the potential for native resident or migratory wildlife species movement through the site is very low. Therefore, no impacts to migratory wildlife corridors or native wildlife nursery site will occur.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. A project-related significant adverse effect could occur if a project would be inconsistent with local regulations pertaining to biological resources. Local ordinances protecting biological resources applicable to this Project are limited to the City of Los Angeles Native Tree Preservation Ordinance, which protects certain trees (including Valley Oak and California Live Oak, Southern California Black Walnut, Western Sycamore, and California Bay.

The applicant submitted a tree report and survey with the updated project description on December5, 2023 prepared by DSK Landscape Architects, Inc, David D. Kim RLA CA #2831.

According to the tree report and survey, there are thirteen (13) existing street trees located along the project site's two frontages, 8th, and Mariposa Ave, including five (5) located along 8th Street and eight (8) trees along Mariposa Avenue. The tree survey lists 23 existing trees of varying sizes on site including one Mexican Fan Palm. The applicant proposes the removal of all site trees to allow for the construction of the proposed project. None of the site trees are designated as protected trees. The tree report and survey recommends the removal of all street trees, due the potential impact resulting from construction activity and the addition of new driveway curb cuts. However, the applicant only proposes to remove and replace five (5) existing street trees to accommodate the access driveways needed including one new driveway on 8th Street and one driveway on Mariposa Avenue. Pursuant to the requirements of the Los Angeles Municipal Code the applicant is required to seek approval from Urban Forestry prior to the removal of any street trees and planting of the new trees. The tree report certifies that there are no protected trees on the public right of way fronting the project site.

Although the project seeks to only remove five (5) out of the (13) existing street trees, the project considered will assume the worst-case scenario of removal of all existing street trees. However, this analysis gives no rights to the applicant to remove any street tree.

Prior to any work on the right-of-way, the applicant will be required to obtain approved plans from the Department of Public Works Urban Forestry Division. As there currently is no approved right-of-way improvement plan and for purposes of conservative analysis and the requirements of CEQA, Planning has analyzed the worst-case potential for removal of all street trees. Note, no street tree or protected tree may be removed without prior approval of the Board of Public Works/Urban Forestry (BPW) under LAMC Sections 62.161 - 62.171. At the time of preparation of this document, no approvals have been given for any tree removals on-site or in the right-of-way by BPW.

Any tree removal will comply with the City's Tree Replacement Program (Urban Forestry Division, Bureau of Street Services for the street tree). LAMC 12.21.G requires trees on-site based on number of units and non-protected trees have to be replaced at 2:1. This would result in more trees on the Site than the current number. Additional regulatory requirements are listed below:

- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.

- All significant 8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the Project Site proposed for removal shall be replaced at a 2:1 ratio with a minimum 24-inch box.

tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.

- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division of the Department of Public Works, Bureau of Street Services.

The Project would not impact any protected trees. Therefore, no impact would occur.

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?

No Impact. A significant impact would occur if a project is inconsistent with mapping or policies in any conservation plans of the types cited. The Project Site is located in an urbanized area of the City. Due to the existing urban development on the Project Site and in the adjacent surroundings, there are no known locally designated natural communities on the Project Site. There are no City or county significant ecological areas. The Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan. No impact with respect to Habitat or Natural Community Conservation Plans will occur.

V. CULTURAL RESOURCES

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

a) Cause a substantial adverse change in the significance of a historical resource as pursuant to State CEQA Guidelines §15064.5?

No Impact. A significant impact would occur if the proposed project would substantially alter the environmental context of or remove identified historical resources. The project site is composed of several lots. The lots located near the intersection of 8th Street and Mariposa Avenue are improved with a surface parking lot with minimal vegetation. The lots fronting Mariposa Avenue with site address of 812-814 ½ Mariposa Avenue are developed with a four (4) unit apartment building built in 1923 and has been heavily altered. The project proposes to remove the surface parking lot and demolish the exiting residential building, to allow for construction of a the seven (7) story hotel and apartment project, with ground level restaurant and a subterranean parking structure.

The existing structure has not been identified as a historic resource by local or state agencies, nor have they been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register. In addition, the site was not found to be a potential historic resource in the SurveyLA findings for the Wilshire Community Plan, the City's HistoricPlacesLA website, and the Wilshire Center and Koreatown Recovery Redevelopment Area Historic Resources Survey Report. Additionally, on July 19, 2019, the Department of City Planning's Office of Historic Resources (OHR) confirmed via email correspondence that the project site, specifically the surface parking lot, and the existing residential building has been heavily altered, are not identified in the Wilshire Center/Koreatown Survey and neither appear to be a historic resource for CEQA purposes. Therefore, no impact would occur.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?

Less than Significant Impact. The Project Site is located in an urbanized area and has been previously disturbed by past development activities and contains existing buildings and surface parking. The Project would require excavation for subterranean parking levels, utility and foundation work, and grading. There is a possibility of encountering a resource. A significant impact may occur if grading or excavation activities associated with the Proposed Project would disturb archaeological resources, which presently exist within the Project Site.

The Project Site and immediately surrounding areas do not contain any known archaeological sites or archaeological survey areas. There is no evidence suggesting that the project site would contain potentially significant archaeological resources. The project's potential to disturb heretofore unidentified archaeological resources is considered unlikely. However, there is a possibility that unknown, subsurface archaeological resources may exist at the project site. Project-related excavation for the subterranean levels and building footing may have the potential to uncover archaeological resources.

If archaeological resources are discovered during excavation, grading, or construction activities, work will 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 will not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project Site. The found deposits would be treated in accordance with Federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, impacts would be less than significant.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact The Project Site is located in an urbanized area and has been previously disturbed by past development activities and contains existing buildings and surface parking. The Project would require excavation for subterranean parking levels, utility and foundation work, and grading. No known traditional burial sites have been identified on the Project Site.

If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, work will stop immediately, and the County Coroner will be contacted. 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 would immediately notify the person it believes to be the most likely descendent of the deceased Native American. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC. Therefore, impacts would be less than significant.

VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. The State of California adopted Senate Bill 375 (SB 375), also known as "The Sustainable Communities and Climate Protection Act of 2008," which outlines growth strategies that better integrate regional land use and transportation planning and that help meet the State of California's greenhouse gas (GHG) emissions reduction mandates. SB 375 requires the State's 18 metropolitan planning organizations to incorporate a "sustainable communities strategy" (SCS) into the regional transportation plans to achieve their respective region's greenhouse gas emission reduction targets set by the California Air Resources Board (CARB). Correspondingly, SB 375 provides various CEQA streamlining provisions for projects that are consistent with an adopted applicable SCS and meet certain objective criteria.

The Project Site is located within the planning jurisdiction of the Southern California Association of Governments (SCAG). SCAG's 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS), was adopted by SCAG September 3, 2020. The goals and policies of the SCS that reduce VMT (and result in corresponding decreases in transportation-related fuel consumption) focus on transportation and land use planning that include building infill projects, locating residents closer to where they work and play, and designing communities so there is access to high quality transit service.

The RTP/SCS also establishes High-Quality Transit Areas (HQTA), which are described as generally walkable transit villages or corridors that are within 0.5 mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. Local jurisdictions are encouraged to focus housing and employment growth within HQTAs to reduce VMT. The Project Site proposes 20 residential units, and hotel and restaurant uses, which will add employment growth in the area. The project site is located within a HQTA as designated by 2020-2045 RTP/SCS therefore is consistent with the goals to encourage housing and employment within HQTA. By located the project site within an HQTA, it is anticipated that access to local transit, and siting residential units as part of the project would aid in the reduction on unnecessary vehicular travel to and from the project site.

On October 30, 2020, CARB determined that the 2020-2045 RTP/SCS would achieve CARB's 2035 GHG emission reduction target. Collectively, the 2016-2040 RTP/SCS and 2020- 2045 RTP/SCS demonstrate how the SCAG region will achieve CARB's identified targets, and for this reason.

The Project would utilize construction contractors who demonstrate compliance with applicable CARB regulations governing the accelerated retrofitting, repowering, or replacement of heavy duty diesel on- and off-road equipment. CARB has adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. This measure prohibits diesel-fueled commercial vehicles greater than 10,000 pounds from idling for more than five minutes at any given time. CARB has also approved the Truck and Bus regulation (CARB Rules Division 3, Chapter 1, Section 2025, subsection (h)) to reduce NOX, PM10, and PM2.5 emissions from existing diesel vehicles operating in California.

During Project construction, energy would be consumed in the form of electricity associated with the conveyance of water used for dust control and, on a limited basis, powering lights, electronic equipment, or other construction activities necessitating electrical power. As discussed below, construction activities, including the demolition of existing structures and construction of new buildings and facilities, typically do not involve the consumption of natural gas. Project construction would also consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the Project Site, construction worker travel to and from the Project Site, and delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities).

The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. When not in use, electric equipment would be powered off to avoid unnecessary energy consumption. In addition, although Title 24 requirements typically apply to energy usage for buildings, long-term construction lighting (longer than 120 days) providing illumination for the site and staging areas would also comply with applicable Title 24 requirements, which includes limits on the wattage allowed per specific area, which result in the conservation of energy.34 As such, the demand for electricity during construction would not cause wasteful, inefficient, and unnecessary use of energy.

Trucks and equipment used during proposed construction activities would comply with CARB's anti-idling regulations, as well as the In-Use Off-Road Diesel-Fueled Fleets regulation.37 In addition to reducing criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in efficient use of construction-related energy and reduce fuel consumption. Anti-idling regulations would limit the amount of fuel wasted in equipment and trucks that are not in operation. Emissions regulations to control diesel particulate matter (DPM) and NOx emissions would require that engines be more efficient, which results in reduced fuel consumption. In addition, on-road vehicles (i.e., haul trucks, worker vehicles) would be subject to Federal fuel efficiency requirements. Therefore, Project construction activities would comply with existing energy standards with regard to transportation fuel consumption. As such, the demand for petroleum-based fuel during construction would not cause wasteful, inefficient, and unnecessary use of energy. Further, while soil import activities would consume petroleum-based fuels, consumption of such resources would be temporary and cease upon the completion of the

import of soil. Therefore, construction-related impacts to petroleum fuel consumption would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. The Project would be designed to comply with all applicable state and local codes, including the City's Green Building Ordinance and the California Green Building Standards Code. Design features that could be implemented would include, but not be limited to, use of efficient lighting technology; energy efficient heating, ventilation, and cooling equipment; and Energy Star rated products and appliances.

Overall, the Project would be designed and constructed in accordance with applicable state and local green building standards that would serve to reduce the energy demand of the Project. In addition, based on the above, the Project's energy demand would be within the existing and planned electricity and natural gas capacities of LADWP and SoCalGas, respectively. Use of petroleum-based fuels during construction and operation would also be minimized. Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant, and no mitigation measures are required.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause 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 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 waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

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.

No Impact. The Project Site is located in the seismically active region of Southern California. Numerous active and potentially active faults with surface expressions (fault traces) have been mapped adjacent to, within, and beneath the City of Los Angeles. California faults are classified as active, potentially active or inactive. Faults from past geologic periods of mountain building, but do not display any evidence of recent offset are considered "inactive" or "potentially active." Faults that have historically produced earthquakes or show evidence of movement within the Holocene (past 11,000 years) are considered "active faults." Active faults that are capable of causing large earthquakes may also cause ground rupture. The Alquist-Priolo Act of 1971 was enacted to protect structures from hazards associated with fault ground rupture.

The site is not within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards. The closest active fault to the site with the potential for surface fault rupture is the Puente Hills Blind Thrust fault zone. Based on the available geologic data, active or potentially active faults with the potential for surface fault rupture are not known to be located directly beneath or projecting toward the site. However, because the site is located in Southern California there is always a potential for blind thrust faults, or otherwise unmapped faults that do not have a surface trace, to be present. New development will be required to comply with the seismic safety requirements in the California Building Code (CBC) and the California Geological Survey Special Publication 117 (Guidelines for Evaluating and Mitigating Seismic Hazards in California [2008]). Therefore, no impact would occur.

ii) Strong seismic ground shaking?

No Impact. The principal seismic hazard to the Project Site and Project is strong ground shaking from earthquakes produced by local faults. Modern, well-constructed buildings are designed to resist ground shaking through the use of shear panels, moment-resisting frames and reinforcement. Additional precautions may be taken to protect personal property and reduce the chance of injury, including strapping water heaters and securing furniture and appliances. It is likely that the Project Site will be shaken by future earthquakes produced in Southern California. The California State Legislature enacted the Seismic Hazards Mapping Act of 1990, which was prompted by damaging earthquakes in California, and was intended to protect public safety from the effects of strong ground shaking, liquefaction, landslides, and other earthquake-related hazards. The Seismic Hazards Mapping Act requires that the State Geologist delineate various "seismic hazards zones." The maps depicting the zones are released by the California Geological Survey. The Seismic Hazards Mapping Act does not require mitigation to a level of no ground failure and/or no structural damage. Therefore, no impact would occur.

iii) Seismic-related ground failure, including liquefaction?

No Impact. Liquefaction is a phenomenon in which saturated silty to cohesion-less soils below the groundwater table are subject to temporary loss of strength due to buildup of excess pore pressure during cyclic loading conditions such as those induced by an earthquake. Liquefaction related effects include loss of bearing strength, amplified ground oscillations, lateral spreading,

and flow failures.

The Seismic Hazards Map does not classify the Project Site as part of a liquefiable area. This determination is based on groundwater depth records, soil type and distance to a fault capable of producing a substantial earthquake. Therefore, no impacts with respect to liquefaction will occur.

iv) Landslides?

No Impact. A project-related significant adverse effect may occur if the projects located in a hillside area with soil conditions that would suggest a high potential for sliding. The project site is not located within a Hillside Area. The site is relatively level, but with a westerly slope. The surrounding project area is highly urbanized and is not identified as having a potential for slope instability per the City of Los Angeles Safety Element of the General Plan. Furthermore, the site is not within a California Division of Mines and Geology Seismically Induced Landslide Hazard Zone. Thus, landslides are not expected to occur on-site. However, it is acknowledged that the site soils are generally uncemented. If constructed at angles steeper than approximately 1.5:1 (horizontal to vertical), temporary cut slopes may be susceptible to sloughing and failure. Temporary shoring can be designed to protect excavations and other adjacent properties. This design specification or comparable specification would be included in the geotechnical report to be submitted to the City Department of Building and Safety as part of the standard Building Plan Check process. Therefore, there will be no impacts relative to landslides.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. A significant impact may occur if a project exposes large areas to the erosional effects of wind or water for a protracted period of time. Demolition (removal of the existing parking structure and 4-unit residential building) and grading would expose soils for a limited time, allowing for possible erosion. However, due to the temporary nature of the soil exposure during the grading process, substantial erosion is unlikely to occur.

The project site is currently developed with a surface parking lot and residential uses. Construction activities associated with the proposed seven story mixed use project and subterranean parking structure have the potential to result in minor soil erosion during excavation, grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains. The Project proposes three levels of subterranean parking. Excavation between 0 and 46 feet will also include required foundation footings and soil compaction. A total of approximately 46' of excavation will be conducted.

However, project construction would comply with the requirements of the Municipal National Pollutant Discharge Elimination System (NPDES) Construction permit and would implement City grading permit regulations that include compliance with erosion control measures, including grading and dust control measures.

Specifically, construction would occur in accordance with City Building Code Chapter IX, which requires necessary permits, plans, plan checks, and inspections to reduce the effects of sedimentation and erosion. In addition, the project would be required to have an erosion control plan approved by the City of Los Angeles Department of Building and Safety, as well as a Storm Water Pollution Prevention Plan (SWPPP). As part of these requirements, Best Management Practices (BMPs) would be implemented during construction to reduce soil erosion to the maximum extent possible. These BMPs would be designed based on the City of Los Angeles Development Best Management Practices Handbook Part A prepared by the Department of Public Works, Bureau of Sanitation. Additionally, the project will comply with the following mitigation measures in order to reduce potential short-term erosion impacts during the construction phase to a less-than-significant level.

During operation of the project, the potential for soil erosion to occur within the areas of the project site to be developed is very limited due to the generally level topography, the presence of on and off site drainage facilities, and the limited amount of impermeable surfaces. In addition, the project would not result in a substantial change in the amount of pervious areas on site. Rather, the existing paved areas would be replaced with new construction, and limited non-paved areas would include landscaping to prevent soil erosion and loss of topsoil.

Furthermore, Standard Urban Stormwater Mitigation Plan (SUSMP) provisions would be implemented throughout the operational life of the project that would assist in reducing on site erosion. A SUSMP is a working plan that is systematically reviewed and revised to ensure that BMPs are functioning properly and are effective at treating runoff from the site for the life of the project. All grading activities require permits from the City of Los Angeles Department of Building and Safety which reviews compliance with requirements and standards designed to limit potential impacts to acceptable levels. In addition, all on-site grading and Project Site preparation will comply with all applicable provisions of LAMC Chapter IX, Division 70, addressing grading, excavation, and fills. The grading plan will conform with the City's Landform Grading Manual guidelines, subject to approval by the Department of City Planning and the Department of Building and Safety's Grading Division.

During construction, the Project will be required to prevent the transport of sediments from the Project Site by stormwater runoff and winds through the use of appropriate Best Management Practices (BMPs). Appropriate erosion control and drainage devices per the Los Angeles Municipal Code Section 91.7013 shall be provided to the satisfaction of the Los Angeles Department of Building and Safety. With the implementation of the required construction BMPs, soil erosion during construction impacts will be less than significant.

Long-term operation of the Project would not result in substantial soil erosion or loss of topsoil. The entire Project Site would be covered by the proposed structures and landscaping that complied with LID; thus, no exposed areas subject to erosion would be created or affected by the Project. Therefore, operation impacts related to erosion or the loss of topsoil will be less than significant.

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?

Less Than Significant Impact. A significant impact may occur if the project is built in an unstable area without proper site preparation or design features to provide adequate foundations for the project buildings, thus posing a hazard to life and property. Construction activities associated with the Project must comply with the City of Los Angeles Building Code, which is designed to assure safe construction, including building foundation requirements appropriate to site conditions. Because the site is currently developed with surface parking lot and residential buildings, it is anticipated that artificial fill is present. The quality of any existing fill is unknown, but is anticipated to not be uniformly compacted. Fill materials would be removed and/or re-compacted, as necessary during excavation of the site in structural areas. The site is underlain by Holocene to late Pleistocene age alluvial fan deposits. These deposits consist of interlayered clay, silt, sand, and sand with gravel and some cobbles. These alluvial soils were stiff and dense in borings drilled on site. The potential for liquefaction at the site is low as the native soils are anticipated to be dense and stiff. The site and adjacent properties are generally flat and have been previously developed, thus, the site has not been identified as having the potential for landslides. Liquefied soils that are adjacent to slopes or "free-faces" (i.e., steep slopes or embankments) may be subject to flow failure.

Since the project site does not contain free-faces or slopes, the potential for lateral spreading to occur is low. Subsidence is a localized mass movement that involves the gradual downward settling or sinking of the ground, resulting from the extraction of mineral resources, subsurface oil, groundwater, or other subsurface liquids, such as natural gas. The site is not located within an area of known subsidence associated with oil or ground water withdrawal, peat oxidation or hydro-compaction. Furthermore, the project does not include the extraction of oil or groundwater from aquifers under the project site. As such, the potential for subsidence to occur on site is low. Based on the information cited above, the site is considered stable from a geological perspective. The project would comply with all applicable State and City building and safety guidelines, restrictions, and permit requirements. Seismically-induced settlement or compaction of dry or moist, cohesion-less soils can be an effect related to earthquake ground motion. Such settlements are typically most damaging when the settlements are differential in nature across the length of structures. Some seismically induced settlement of the proposed development should be expected as a result of strong ground-shaking. However, the project will meet all state and local building code requirements to limit any impacts relative to landslides, lateral spreading, subsidence, liquefaction or collapse. Therefore, impacts will be less than significant.

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?

Less than Significant. A significant impact may occur if a project is built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings thus posing a hazard to life and property. Expansive soils contain significant amounts

of clay which may expand or shrink with moisture variations. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. It is anticipated that artificial fill is present, at least locally. The quality of any existing fill is unknown, but is anticipated to not be uniformly compacted. Fill materials would be removed and/or re-compacted, as necessary during excavation of the site in structural areas. Below the fill materials, if any, the site is underlain by Holocene to late Pleistocene age alluvial fan deposits. These deposits consist of interlayered clay, silt, sand, and sand with gravel and some cobbles. These alluvial soils were stiff and dense in borings drilled on nearby sites. The sands typically have a low expansion potential, but the silts and local clays could have medium to high expansion potential. These soils would be removed and/or replaced as part of standard construction practices pursuant to the City of Los Angeles and/or UBC building requirements.

Construction of the Project would be required to comply with the City of Los Angeles Uniform Building Code, LAMC, and other applicable building codes which includes building foundation requirements appropriate to Site-specific conditions. The Project would comply with the recommendations and conditions in the Geotechnical Investigation. This would ensure that the Project is developed and constructed as feasible from a geotechnical perspective.

Therefore, project implementation would result in less than significant impacts associated with expansive soils, and substantial risks to life or property would not occur.

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?

No Impact. This question would apply to the Project only if it were located in an area not served by an existing sewer system. The Project Site is located in an urbanized area within the City of Los Angeles, which is served by a wastewater collection, conveyance, and treatment system operated by the City. No septic tanks or alternative disposal systems are necessary, nor are they proposed. Therefore, no impacts related to alternative wastewater disposal systems will occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. The Project Site is located in an urbanized area and has been previously disturbed by past development activities and contains existing buildings and surface parking. The Project would require excavation for subterranean parking levels, utility and foundation work, and grading, which may cause an inadvertent discovery of a unique paleontological resource. There are no known or previously identified geologic feature within the vicinity of the project site.

The Natural History Museum conducted a search of their paleontology collection records for the locality and specimen data for the Project Site and does not have any vertebrate fossil localities that lie directly within the Project area boundaries but do have localities nearby from the same sedimentary deposits that occur in the area.

However, there is still the potential for buried paleontological resources to be found within the Project Site. If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety will be notified immediately, and all work will cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project Site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with Federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, impacts would be less than significant.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

The analysis in this section is based primarily the Air Quality and Greenhouse Gas Emissions Quantification Report prepared by Maxum Development, LLC on October 2023.

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

Less Than Significant Impact. A significant impact would occur if the Project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Greenhouse gas (GHG) emissions refer to a group of emissions that have the potential to trap heat in the atmosphere and consequently affect global climate conditions. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, most agree that there is a direct link between increased emission of GHGs and long-term global temperature. GHG emissions are those gaseous constituents of the atmosphere, both natural and human generated, that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No.181,480). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. Through required implementation of the LAGBC, the proposed project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable contribution to emissions and impacts would be less than significant.

The project site is located within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The proposed project would generate approximately 755 daily trips to the project site. (Note: Revised LADOT memo dated May 5, 2023, analyzed the revised project description involving hotel only use with a ground floor restaurant and 20 residential units. This

new analysis conducted by LADOT reduced daily vehicular trips from 1,216 to 755). The project would require electricity for lighting and miscellaneous electronics. Municipal waste from project operation would also be generated.

The proposed project would result in short term emissions of greenhouse gases (GHGs) during construction. These emissions, primarily carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O), are the result of fuel combustion by construction equipment and motor vehicles. The other primary CHGs (hydrfluorocarbons, perfluorocarbons, and sulfer hexafluoride) are typically associated with specific industrial sources and would not be emitted by the project. The emissions of CO2, CH4 and N2O were estimated using Urbemis 2007 Model using the same methodology as described above for estimating criteria air pollutants. In addition to electrical demand, the project would result in indirect GHG emission due to water consumption, wastewater treatment, and solid waste generation. Urbemis 2007 Model default values were used for consumption of water and generation of waste as well as the emissions resulting from these activities. CHG emissions from water consumption are due to electricity needed to convey, treat, and distribute water. The annual electrical demand factors for potable water were obtained from the California Energy Commission. CHG emissions from wastewater are due to the electricity needed to treat wastewater and the treatment process itself, which primarily releases CH4 into the atmosphere. CHG emissions from solid waste generation are due to the decomposition of organic material, which releases CH4 into the atmosphere. The CHG emission factor for solid waste generation was based on Intergovernmental Panel on Climate Change (IPCC) methods for quantifying CHG emissions from solid waste and waste disposal rates were based on CalRecycle data.

The annual CHG emissions associated with construction and operation of the project are provided below in Table 5, Estimated Annual Operations Greenhouse Gas Emissions. Direct and indirect operational emissions associated with the proposed project are compared with the SCAQMD's threshold of significance for all land use projects, which is 3,000 metric tons of CO2 equivalent (MTCO2e) per year.

Table 5

Estimated Annual Operations GHG Emissions

	Metric Tons per Year			
Emissions Sources	**CO2**	**CH4**	**N2O**	**CO2e** *(carbon dioxide equivalents)*
Area	0.97	0.01	<0.005	9.33
Energy	0.10	0.04	<0.005	553
Mobile	3.90	0.05	<0.04	854
Waste	0.00	0.37	0.00	12.8
Water	2.00	0.06	<0.005	6.79
Operational Source Subtotal				1,495

Total Construction				292
Amortized Construction				31.2
Total				**1,555**
SCAQMD Thresholds*				3000
Significant Impact? Y/N				No
**Source: SCAQMD 2022. Emission Calculations above are listed in Attachment A of the project's 'Air Quality and Greenhouse Gas Emissions', prepared by MaxSum Development LLC, on October 2023*				

The City of Los Angeles L.A. Green Building Code (Ordinance No. 181480), which incorporates applicable provisions of the CALGreen Code, and in some cases outlines more stringent GHG reduction measures available to development projects in the City of Los Angeles is consistent with statewide goals and policies in place for the reduction of greenhouse gas emissions, including AB 32 and the corresponding Scoping Plan. Among the many GHG reduction measures outlined later in this Section, the L.A. Green Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards adopted by the California Energy Commission on December 17, 2008, and meet 50 percent construction waste recycling levels. Accordingly, a new development Project that can demonstrate it complies with the L.A. Green Building Code is considered consistent with statewide GHG-reduction goals and policies, including AB 32, and would not make a cumulatively considerable contribution to global warming.

The increase in daily trips, electricity demand, and waste generation would result in a minimal increase in GHGs, which would clearly not exceed the SCAQMD draft threshold for all land use projects of 3,000 metric tons of carbon dioxide equivalents (MTCO2e) per year. As such, the project would result in less than significant greenhouse gas impacts.

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

Less Than Significant Impact. A significant impact would occur if the Proposed Project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2020–2045 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages

land use and transportation planning decisions that reduce vehicle miles traveled, which contribute to GHG emissions, as required by AB 32. The proposed project would result in an increase in GHG emissions that falls below SCAQMD's threshold for land use projects.

The project would provide infill development in a highly urbanized area fronting 8th Street an Avenue II designated street and a major transportation corridor within the Wilshire Community Plan. The subject site is also located within 1,400 feet of Wilshire Boulevard a major transportation corridor in the Community Plan. The proposed project would not interfere with SCAG's ability to implement the regional strategies outlined in the 2020-2045 RTP/SCS. The proposed project, therefore, would be consistent with statewide, regional and local goals and policies aimed at reducing GHG emissions and would result in a less-than-significant impact related to plans that target the reduction of GHG emissions.

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 which 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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

No Impact. The project proposes a mixed-use development with hotel uses with 60 guest rooms, and a 3,950 square foot ground floor restaurant, and 20 long term residential units. Hazardous materials are not typically associated with this type of land use. Minor cleaning products and occasionally used pesticides and herbicides for landscape maintenance of the project are the extent of materials used and applicable here. Development plans for the project would also be reviewed by the City of Los Angeles Fire Department for hazardous material use, safe handling and storage, as appropriate. The Fire Department would require that conditions of approval be applied to the project applicant to reduce hazardous material impacts. It is not anticipated that the use of such hazardous materials would create a significant hazard associated with a risk of upset or accident conditions involving the release of hazardous materials during project operation. Therefore, no impact.

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?

No Impact. The project is unlikely to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The subject property is developed with a surface parking lot on a commercial zone and four-unit residential structure built in the in 1923. The Phase I Environmental Site Assessment prepared by Geo Forward Inc. dated April 10, 2023 revealed no evidence of sumps, clarifiers, underground storage tanks, hazardous materials, or other environmental concerns at the property. Furthermore, no PECs (Potential Environmental Concerns) were identified. Lastly, the subject property is not listed on any of the researched Federal or State agency databases. No Recognized Environmental Conditions (RECs) were identified. Therefore, excavation of the project site would not result in any impact involving the release of hazardous materials into the environment.

Construction and development would include the limited use of potentially hazardous materials in the form of cleaning solvents and mechanical fluids, however the use and storage of such materials would comply with applicable standards and regulations, and would not pose significant hazards

The project site has not been identified by the City of Los Angeles Department of Building and Safety to be within a “Methane Hazard site”. Project implementation would result in a mixed-use development with hotel use as the primary uses, and proposed retail/restaurant on the ground level on the site. Their operation is not expected to release any hazardous materials as a result of foreseeable upset and accident conditions. It is assumed that the use and storage of such materials would occur in compliance with applicable standards and regulations, and would not pose significant hazards. It is not anticipated that the use of such hazardous materials would create a significant hazard associated with a risk of upset or accident conditions involving the release of hazardous materials during project operations. Therefore, no impacts would occur..

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

No Impact. There is a public middle school is located a half-mile away at the northwest corner of Vermont and Wilshire, Hoover Street Elementary is 3/4 miles from the site at the corner of Francis Avenue and Hoover Street, while The Robert F. Kennedy Community Schools, a Kindergarten through 12 grade school, located approximately 500 feet from the site on 8th Street between Mariposa Avenue and Catalina Street. However, the limited quantities of hazardous materials related to the proposed project are not expected to pose a risk to schools in the project vicinity. Furthermore, occupancy of the proposed restaurant, hotel and residential uses would not cause hazardous substance emissions or generate hazardous waste. Therefore, no impacts would occur..

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less than significant. A search of federal, state, county, and city regulatory databases was conducted to identify known or potential hazardous waste sites, landfills, hazardous waste generators, and disposal facilities within the vicinity of the project site. The records search identified whether the project site and/or any surrounding properties are listed within a hazardous materials database within the minimum search distance. It was determined that no surrounding properties present an environmental concern to the project site at this time. Furthermore, the site is not identified on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, as a result, the project would not create a significant hazard to the public or the environment. Thus, less than significant impacts would occur in this regard, and no mitigation measures are required.

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?

No Impact; The project site is not located within an airport land use plan or within two miles of an airport, nor is it located within an airport hazard area as designated by the City of Los Angeles. The closest airport is the Hawthorne Municipal Airport, which is located approximately 10 miles southwest from the project site. Therefore, the project would not result in an airport-related safety hazard for people residing or working in the project area, and no mitigation measures are necessary.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The project site is located in an area where adequate circulation and access is provided to facilitate emergency response. The proposed building configuration would comply with applicable fire codes, including proper emergency exits for residents and patrons. Prior to the issuance of any building permits, a project will be required to develop an emergency response plan in consultation with the Fire Department. The emergency response plan typically includes: mapping of emergency exits, evacuation routes for vehicles and

pedestrians, location of nearest hospitals, and fire departments. Construction activities would generally be confined to the project site and would be subjected to emergency access standards and requirements of the City of Los Angeles Fire Department (LAFD) to ensure traffic safety. As such, implementation of the proposed project would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts would be less than significant.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The project site is partially currently vacant in a highly urbanized area and does not contain wildland features. In addition, the site is not located adjacent to any wildland areas. Therefore, development of the project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, and no mitigation measures are required.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 substantially 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 erosion or siltation on- or off-site; ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; 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?	☐	☐	☐	☒

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than significant. The project site is currently developed with a multifamily residential use. Under existing conditions, grading of the site directs stormwater to the gutters along 8th Street and Mariposa Avenue, where flows travel to storm drain facilities, then enter into the City's municipal storm drain system. Construction of the project would require earthwork activities, including demolition, excavation and grading of the site. During precipitation events in particular, construction activities associated with the project have the potential to result in soil erosion during grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains.

However, as discussed above in Response No. VII.b, project construction would comply with the requirements of the Municipal NPDES (National Pollutant Discharge Elimination System) Construction Permit and would implement City grading permit regulations that include compliance with erosion control measures, including grading and dust control measures. Specifically, construction would occur in accordance with City Building Code Chapter IX, which requires necessary permits, plans, plan checks, and inspections to reduce the effects of sedimentation and erosion. In addition, the project would require approval of an erosion control plan, as well as a SWPPP, by the City of Los Angeles Department of Building and Safety. As part of these requirements, BMPs would be implemented during construction to reduce soil erosion to the maximum extent possible. These BMPs would be designed based on the City of Los Angeles Development Best Management Practices Handbook Part A, prepared by the Department of Public Works, Bureau of Sanitation. Since the project would be required to prepare a SWPPP in compliance with applicable regulatory requirements, impacts to water quality during project construction would be less than significant, and no mitigation measures would be required.

However, should grading activities occur during the rainy season (October 1st to April 14th), a Wet Weather Erosion Control Plan (WWECP) is required pursuant to the "Manual and Guideline for Temporary and Emergency Erosion Control," adopted by the Los Angeles Board of Public Works (BPW). The WWECP is a document that addresses water pollution control from grading activities during the wet weather season by specifying the use of appropriate temporary erosion and sediment control BMPs. Compliance with the City requirement to prepare a WWECP would ensure that impacts to water quality during the rainy season would be less than significant. In addition, the project would comply with the mitigation measures below in order to ensure potential impacts are reduced to a less-than-significant level.

Additional BMPs would be designed or installed for the operational phase of the project to comply with the NPDES General Permit and L.A.M.C Section 64.70 to reduce the discharge of polluted runoff from the site. Specifically, operational BMPs to be implemented may include screened or walled trash container areas, stenciling of on-site storm drain inlets, covered and properly drained loading dock areas, and infiltration and treatment systems in parking areas to prevent pollutant runoff. The final selection of BMPs would be completed through coordination with the City of Los Angeles Department of Public Works. Thus, impacts to water quality during project operation

would be mitigated to a less than significant level through compliance with applicable regulatory requirements.

The Proposed Project will be required to demonstrate compliance with Low Impact Development (LID) Ordinance standards and retain or treat the first ¾ inch of rainfall in a 24-hour period. Compliance with this measure would reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. City of Los Angeles Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which require the application of BMPs. Chapter IX, Division 70 of the LAMC addresses grading, excavations, and fills. The Proposed Project would also comply with water quality standards and wastewater discharge requirements set forth by the SUSMP for Los Angeles County and Cities in Los Angeles County and approved by the Los Angeles Regional Water Quality Control Board (LARWQCB). Full compliance with the SUSMP and implementation of design-related BMPs would ensure that the operation of the Proposed Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact. Based on information from the California Division of Mines and Geology, groundwater has historically only been as high as approximately 90 feet below the existing ground surface. However, the presence of shallower, perched groundwater cannot be ruled out. Nonetheless, excavation during project construction should not result in contact with the groundwater table. Therefore, construction activities would not deplete groundwater supplies or interfere with groundwater recharge. In addition, operation of the project would not interfere with groundwater recharge. Currently, the site is developed with a residential use and surface parking lot. The project would replace existing impervious areas with new impervious areas. Thus, the amount of impervious surface area onsite would not measurably change, and groundwater recharge in the area would not be substantially affected. In any case, the project would not require the use of groundwater and, thus, would not deplete groundwater supplies. As such, construction and operation of the project would not substantially deplete groundwater supplies or result in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. No Impact would occur.

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 erosion or siltation on- or off-site;

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

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?

Less Than Significant Impact. The project site is currently an improved land area in an urbanized area with no streams or rivers within the project vicinity. The project would involve the replacement of the existing developed lots, and would not substantially change the amount of impervious surface area on-site. In addition, site-generated surface water runoff would continue to flow into the City's storm drain system. Furthermore, the project would include appropriate drainage improvements on-site to direct anticipated stormwater flows to the local drainage systems, similar to existing conditions. Thus, existing drainage patterns would be maintained. With the site entirely developed, paved, or landscaped, the potential for erosion or siltation would be minimal. Additionally, project construction would comply with applicable NPDES and City requirements including those regarding preparation of a SWPPP and compliance with L.A.M.C 64.70. As such, less than significant impacts associated with alterations to existing drainage patterns would occur with project implementation.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of the sea floor associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity. The project site is located approximately 10 miles east of the Pacific Ocean and is not in close proximity to an enclosed body of water. The nearest body of water is Macarthur Lake, which is approximately 1.5 mile east of the site. As such, there is no potential for exposure of people to a seiche or a tsunami. In addition, the site is not positioned in an area of potential mudflow. Potential impact associated with inundation by seiche, tsunami, or mudflows would not occur, and no mitigation measures are necessary.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. A significant impact could occur if the Project includes potential sources of water pollutants that would have the potential to interfere with a water quality control plan or sustainable groundwater management plan. The Project involves the construction, use, and maintenance of a new hotel. The Project Site is currently covered with impervious surface and thus not a source of groundwater recharge. As compared to existing conditions, a 4 unit residential structure and surface parking area, the Project would not introduce different potential sources of water pollutants. The Project is required to comply with the NPDES standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the Project Site are minimized for downstream receiving waters. Moreover, the Project would comply with the City's LID ordinance, the primary purpose of which

is to ensure that development and redevelopment projects mitigate runoff in a manner that captures rainwater and removes pollutants while reducing the volume and intensity ofstorm water flows. No impacts would occur.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

a) Physically divide an established community?

No Impact. The project site lies within the City of Los Angeles, west of downtown Los Angeles, in the area commonly referred to as "Koreatown". It is in the general vicinity of 8th Street on the north, James M. Wood Boulevard to the south, Mariposa Avenue to the east, and Fedora Street on the west consisting of contiguous lots situated on the south side of 8th Street at the southeast intersection of 8th Street and Mariposa Avenue. The project site is bound by a mix of compatible land uses. The following land uses occur adjacent to the project site. The site is bordered to the north across 8th Street, by one to two-story commercial structures, two to four-story residential apartment buildings and public school within the C2-2 and R4-2 zones. The south side of the lot is zoned R4-2 and developed with a two to four-story multiple family apartment buildings. The site is bordered on the east across Mariposa Avenue with a mixture of two-story commercial office building and two to four-story residential apartment buildings. These properties are zoned C2-1 and R4-2. West of the Site across is developed with several two story commercial buildings, and two to four story multiple family apartment structures within the C2-1 and R4-2 zones.

Development of the project site into a mixed -use development consisting of a restaurant, hotel and residential uses would be compatible with the established land use patterns in the area and would not physically divide an established community. Therefore, no impacts would occur.

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?

No Impact. Several local and regional plans guide development within the project area. At the local level, the Wilshire Community Plan implements land use policies of the City of Los Angeles General Plan, while the Los Angeles Municipal Code (LAMC) directly regulates land use and development of the project site through development and building standards.

The subject property is situated on three contiguous parcels where all have a mixed zoning designation of C2-1 and R4-2 totaling approximately 21,663 square feet of lot area. The surrounding community is developed within a transitional area between commercial retail and office uses, and multiple story multifamily developments. The adjoining properties to the north, south, east and west are similarly zoned and developed. As the overall General Plan designation for the property is Neighborhood Office Commercial with no implementing height restriction for the majority of uses surrounding the subject property, it is appropriate to implement an overall zoning designation that is consistent with the intent of the General Plan which further supports good zoning practice. The project involves a request for a zone change for the C2-1 portion of the lot to RAS4-1. The proposed RAS4 is consistent with the Neighborhood Office Commercial land use designation, therefore a general plan amendment would not be required.

Adoption of the proposed zone change is in conformity with public necessity, convenience, and general welfare as there is an overall public benefit to consistent zoning which allows for compatible uses in height, massing and density, and implementing development standards within the General Commercial and surrounding commercial and residential zoning. Additionally, a zone change from C2-1 to RAS4-1 will promote consistency of use as established by the General Plan and will provide continuity in the standard of development for the proposed project. Approval of the zone change will mitigate the potential for disjointed development within the General Commercial land use through the unification of zoning regulations and development standards which serve as a public convenience to maximize the best use of land. The project is requesting the following discretionary actions: A Zone Change (ZC) from C2-1 to RAS4-1 for the Fr Lots 46, 47 & 48 of TR 2140, to allow the construction, use and maintenance of seven (7) story, 60-guest room hotel; and with 3,950 sq. ft. of ground-floor restaurant; 20 residential units, and three (3) levels of subterranean parking garage.

- A Site Plan Review (SPR) for a development project that results in an increase of 50 or more guest rooms and/or habitable units and/or more then 50,000 square feet of floor area.

- A Conditional Use Permit (CUP) to allow the construction, use and maintenance of a hotel within 500 feet of any A or R zones.
- A Conditional Use (CUB) for the sale and dispensing of a full line of alcohol in conjunction with the operation of a hotel and restaurant.

- Zoning Administrator Adjustments (ZAA) to allow a reduced front yard of eight (8) feet for the ground level floor and five (5) feet for the 2nd levels through level 6 in lieu of the originally required 15-foot front yard for the R4 zoned lots, Lot 45-Arb 2 and Lot 46-Arb 1 fronting Mariposa Avenue.

- Zone Variance (ZV) to allow vehicular and pedestrian access from a less restrictive zone (RAS4) to a more restrictive zone (R4), to allow access to guest parking and common vehicular driveway and pedestrian access across the project site.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

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

No Impact. A significant impact may occur if the Project Site is located in an area used or available for extraction of a regionally-important mineral resource, or if the project development would convert an existing or future regionally-important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for regionally-important mineral resource extraction. The project site is not located within a City-designated Mineral Resource Zone where significant mineral deposits are known to be present, nor is the site classified as a mineral producing area by the California Geological Survey (CGS). No mineral extraction operations occur on the site or in the vicinity. Furthermore, the site has been previously developed with urban uses, but is currently vacant, and thus the potential of uncovering mineral resources during project construction is considered low. The project would not result in the loss of availability of known mineral resources. Therefore, no impacts would occur.

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

No Impact. A significant impact may occur if the Project Site is located in an area used or available for extraction of a regionally-important mineral resource, or if the development would convert an existing or future regionally-important mineral extraction use to another use, or if the development would affect access to a site used or potentially available for regionally-important mineral resource extraction. The project site is not located within a City-designated Mineral Resource Zone where significant mineral deposits are known to be present, nor is the site classified as a mineral producing area by the California Geological Survey (CGS). No mineral extraction operations occur on the site or in the vicinity. Furthermore, the site has been previously developed with urban uses, but is currently vacant, and thus the potential of uncovering mineral resources during project construction is considered low. The project would not result in the loss of availability of known mineral resources. Therefore, no impacts would occur.

XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

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?

Less than Significant Impact.

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

Construction Noise

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

Noise-sensitive receptors may be exposed to elevated noise levels during project construction. However, construction noise would be acoustically dispersed throughout the project site and not concentrated in one area near surrounding sensitive uses. Additionally, the City's Noise Ordinance, listed under LAMC Section 41.40 (a) establishes allowable hours of construction as follows, construction is prohibited between the hours of 9:00 p.m. and 7:00 a.m. weekdays, between 6:00 p.m. to 8:00 a.m. Saturdays and prohibits any construction Sundays or on national holidays.

Construction of the Proposed Project would require the use of heavy equipment for demolition/site clearing, grading, excavation and foundation preparation, the installation of utilities, paving, and building construction. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity. The U.S. Environmental Protection Agency (EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that would occur at the Project Site are presented in Table 2-Maximum Noise Levels Generated by Construction as shown below and included in Addendum H: Noise Assessment Opinion letter dated January 2024).

Table 2: Maximum Noise Levels Generated by Construction Equipment			
Equipment	Typical Noise Level (dBA) at 50 Feet from Source		
	Acoustical Use Factor	L_{max} at 50 Feet (dBA)	L_{max} at 100 Feet (dBA)
Concrete Saw	20	90	84
Crane	16	81	75
Concrete Mixer Truck	40	79	73
Backhoe	40	78	72
Dozer	40	82	76
Excavator	40	81	75
Forklift	40	78	72
Paver	50	77	71
Roller	20	80	74
Tractor	40	84	78
Water Truck	40	80	74
Grader	40	85	79
General Industrial Equipment	50	85	79

dBA: A-weighted decibels; L_{max}: maximum noise level
Note: Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.
Source: Federal Highway Administration, *Roadway Construction Noise Model User's Guide*, January 2006.

These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA Leq measured at 50 feet from the noise source to the receptor would reduce to 78 dBA Leq at 100 feet from the source to the receptor, and reduce by another 6 dBA Leq to 72 dBA Leq at 200 feet from the source to the receptor. Construction activities associated with the Proposed Project would be expected to occur and generate noise. These activities include demolition/site clearing, site preparation/excavation/grading and the physical construction and finishing of the proposed structures.

Baseline Ambient Noise Levels Land uses on the properties surrounding the Project Site primarily include commercial and multi-family residential uses. Due to the use of heavy construction equipment during the construction phase, the Proposed Project would expose surrounding off-site receptors to increased ambient exterior noise levels potentially exceeding the threshold levels identified in the L.A. CEQA Thresholds Guide. It is anticipated that the existing residential apartment buildings to the east of the Project Site would be impacted by daytime construction noise for an approximate 18-24-month construction period. LAMC Section 41.40 regulates noise from demolition and construction activities. Exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday. Demolition and construction are prohibited on Sundays and all federal holidays. The construction activities associated with the Proposed Project would comply with these LAMC requirements. Pursuant the City Noise Ordinance (LAMC Section 112.05), construction noise levels are exempt from the 75 dBA noise threshold if all technically feasible noise attenuation measures are implemented. Although the estimated construction-related noise levels associated with the Proposed Project could exceed the numerical noise thresholds, implementation of existing noise regulations would reduce the noise levels associated with construction of the Proposed Project to the maximum extent that is technically feasible. Thus, based on the provisions set forth in LAMC 112.05, impacts associated with construction-related noise levels will be reduced to the maximum extent feasible. Therefore, temporary construction-related noise impacts would be considered less than significant.

Operational Noise

Typical noise associated with the operation of the proposed hotel, restaurant, and residential units is expected due noise from children, pets, amplified music, delivery drop offs due to the proposed hotel and residential uses. The operation of the ground level restaurant and outdoor lounge areas used by hotel guests will also contribute to noise in the area. However, the noise would likely occur between the hours of 7:00 am to 10:00 pm. Additionally, the ground level restaurant is located on the northwest corner of the project site at the major intersection of 8th Street and Mariposa Avenue, the 2nd level hotel pool deck is open to the sky but is located interior central location surrounded by the building on three sides further reducing noise in the area. The location of the roof top pool is located along the building's front property line, fronting 8th Street, and is not adjacent to residential developments.

Surface and Subterranean Parking Garage Noise

Noise would be generated by activities within the new parking garage associated with the Proposed Project. Parking would be provided at grade within the structure parking garage and within two subterranean parking level under the Project Site. Sources of noise within the parking structure would include engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. As the subterranean parking levels serving the Proposed Project would be entirely underground and enclosed, noise generated at these levels would likely be imperceptible at ground level locations on and adjacent to the Project Site.

Traffic associated with parking lots is typically not of sufficient volume to exceed community noise

standards, which are based on a time-average scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys may be an annoyance to adjacent noise-sensitive receptors. Impacts associated with parking would be considered minimal since most parking spaces would be enclosed by walls within the subterranean level garage. Parking lot noise would also be partially masked by background noise from traffic along 8th Street and Mariposa Avenue. Noise associated with parking lot activities is not anticipated to exceed the City's noise standards. Impacts would be less than significant.

HVAC Equipment: Upon completion and operation of the Proposed Project, on-site operational noise would be generated by heating, ventilation, and air conditioning (HVAC) equipment installed on the new structure. However, the noise levels generated by mechanical equipment is not anticipated to be substantially greater than those generated by the current HVAC equipment serving the existing buildings in the Project vicinity. As such, the HVAC equipment associated with the Proposed Project would not represent a new source of noise in the Project Site vicinity. In addition, the operation of such equipment and any other on- site stationary sources of noise would be screened from view and required to comply with the LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, impacts, associated with mechanical equipment would be reduced to less than significant levels through code compliance measures.

Trash collection would be conducted by a scout service, which would bring trash bins to 8th Street and Mariposa Avenue, and ultimately collected by the Refuge Collection Services. Trash collection would occur on a weekly basis. Existing mobile noise from 8th Street and Mariposa Avenue would mask noise associated with trash collection. Furthermore, trash collection does not span long durations and are short noise events. Impacts are considered less than significant

Exposure to Ambient Noise Levels 8th Street is a designated Avenue II running east and west, north of the Project Site. It generally provides two travel lanes in each direction, with left-turn lanes at intersections. One and two-hour metered parking is generally available on the north and south sides of 8th Street. As such, the future occupants of the proposed mixed-use building would be exposed to ambient noise levels associated with vehicle traffic on adjacent roadways. The Proposed Project be constructed in accordance with Title 24 insulation standards of the California Code of Regulations for residential buildings, which serves to provide an acceptable interior noise environment for sensitive uses. The Project Applicant would be required to submit evidence to the City's Department of Building and Safety of a means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room of the Proposed Project.

b) Generation of, excessive groundborne vibration or groundborne noise levels? Less than Significant Impact. Construction activities for the Proposed Project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate though the ground and diminishes in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. The construction activities associated with the Proposed Project could have an adverse impact on both sensitive structures (i.e., building damage) and populations (i.e., annoyance). There are no historic or otherwise vibration-sensitive structures within 25 feet of the Project Site. As such, impacts with respect to building damage resulting from Project-generated vibration would be less than significant.

In terms of human annoyance caused by construction-related vibration impacts, the sensitive receptors located in the vicinity of the Project Site could be exposed to increased vibration level events. Similar to increased noise level events, vibration impacts would occur occasionally and intermittently – not continuously during construction. Consistent with LAMC Section 112.05, construction vibration levels would be considered exempt from the threshold if all technically feasible noise attenuation measures are implemented. As such, human annoyance impacts with respect to construction-generated vibration increases would be less than significant.

Operation of the Proposed Project would not require the use of stationary equipment or point sources that would result in high vibration levels. Although groundborne vibration at the Project Site and immediate vicinity may currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, the proposed land uses at the Project Site would not result in the increased use of these heavy-duty vehicles on the public roadways. While refuse trucks would be used for the removal of solid waste at the Project Site, these trips would typically only occur once a week and would not be any different than those presently occurring in the vicinity of the Project Site. As such, vibration impacts associated with operation of the Proposed Project would be less than significant.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.20 inch/second) appears to be conservative. The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Typical vibration levels produced by construction equipment is identified in Table 3: Typical Vibration Levels for Construction Equipment of the Noise Study as shown below.

Table 3 - Typical Vibration Levels for Construction Equipment

Equipment	Approximate Peak Particle Velocity at 25 Feet (inches/second)	Approximate Peak Particle Velocity at 50 Feet (inches/second)
Large bulldozer	0.089	0.0315
Loaded trucks	0.076	0.0269
Small bulldozer	0.003	0.0011
Jackhammer	0.035	0.0124

Ground-borne vibration decreases rapidly with distance. The project would not require pile driving. As indicated in the table, based on the FTA data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.003 to 0.089 inches per-second peak particle velocity (PPV) (which is noticeably below the FTA's 0.20 PPV threshold) at 25 feet from the source of activity. The nearest structure and sensitive receptors are adjacent to the south, east and west of the potential active construction zone and it is acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to the nearest structure. Therefore, vibration effects would be less than significant, and no mitigation is required.

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?

No Impact.

The closest airport to the project site is Los Angeles International Airport, located approximately 12 miles southwest of the project site. Implementation of the proposed project would not result in exposure of people residing or working in the project area to excessive or high noise impact levels. Therefore, no impacts would occur, and no mitigation is required.

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

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)?

No Impact. A significant impact may occur if the Proposed Project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the Proposed area that would otherwise not have occurred as rapidly or in as great a magnitude. The Proposed Project is an infill development project located in an area that is currently developed and served by local and regional infrastructure. The Project Site is adequately served by existing public roads, public utilities (sewers, water, natural gas, electricity), services (fire, police, schools, parks), and public transit. As shown in Table B-5, SCAG Population/Households Forecast for the City of Los Angeles Subregion, below, the forecast from 2010 through 2030 envisions growth of 290,797 additional persons, yielding an approximate 6.7 percent growth rate. Based on the community's current household demographics (e.g., an average of 2.51 persons per household for the Wilshire Community Plan area), the construction of 20 additional residential dwelling units would result in an increase in approximately 40 net permanent residents in the City of Los Angeles. The proposed increase in housing units and population would be consistent with SCAG's forecast of 192,192 additional households and approximately 290,797 persons in the City of Los Angeles between 2010 and 2030. As such, the Proposed Project would not cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of Proposed Project occupancy/buildout, and that would result in an adverse physical change in the environment; or introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan. Therefore, impacts related to housing would occur.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site is currently developed with a surface parking lot and a 4-unit residential building which will be demolished. These residences will be displaced by the development to allow for the construction of new hotel and restaurant. Per HCID memo dated October 28, 2018 to the applicant/owner the owner is required to provide relocation fee to occupants. The proposed project is for the development of a new hotel, and thus is not required to provide replacement housing elsewhere. Therefore, no impacts would occur.

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:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	☐	☐	☒	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☐	☒	☐
d. Parks?	☐	☐	☐	☒
e. Other public facilities?	☐	☐	☐	☒

a) Fire protection.

Less Than Significant Impact. A significant impact may occur if the City of Los Angeles Fire Department (LAFD) could not adequately serve a project, and a new or physically altered fire station would be necessary. LAFD considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Potentially Significant Unless Mitigation Incorporated. A project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service. The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to Section 57.09.07A of the LAMC, the maximum response distance between residential land uses and a LAFD fire station that houses an engine or truck company is 1.5 miles; while for a commercial land use, the distance is one mile for an engine company and 1.5 miles for a truck company. If either of these distances is exceeded, all structures located in the applicable residential or commercial area would be required to install automatic fire sprinkler systems. With such systems installed, fire protection would be considered adequate even if the project is located beyond the maximum response distance.

The Los Angeles Fire Department (LAFD) provides fire protection and emergency services to the project site. There are currently 103 fire stations in the City. The LAFD currently employs approximately 3,400 personnel (3,000 uniformed) with the average number of personnel on duty per day being 1,000. The department's standard response times are an average of approximately 5 minutes. Currently, the department is in the process of upgrading its facilities and increasing the number of paramedics. The average number of calls received from within the City is about 750,000 calls per year. The LAFD has a mutual aid agreement with fire departments in adjacent

counties. In most cases, the LAFD is able to provide its own backup (from nearby stations) due to the size of the department and amount of resources available. The LAFD also has a mutual aid agreement with neighboring counties. The proposed project, once operational, will be periodically inspected by the Fire Department. In addition, the LAFD will review the development plans according to the mitigation measure below in order to ascertain the nature and extent of any additional requirements.

The Proposed Project includes the proposed development of 60 hotel guest rooms and 3,950 square feet of restaurant space and 20 residential units which could increase the demand for LAFD services. The Project Site is served by four LAFD Stations, the closest being Station No. 13 located at 2401 W. Pico Boulevard, located approximately 0.5 mile south of the Project Site. Based on the response distance criteria specified in LAMC 57.09.07A and the relatively short distance from Fire Station No. 13 to the Project Site, fire protection response is considered adequate to serve the Project Site. Furthermore, the adequacy of existing water pressure and water availability in the Project area will be verified by the LAFD during the plan check review process. Compliance with the Los Angeles Building Code and LAFD standards is mandatory and routinely conditioned upon projects when they are approved. Therefore, any potential impacts related to fire protection would be less than significant.

b) **Police protection. Less Than Significant Impact**. A significant impact may occur if a project creates the need for new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objective. The Project would be served by the City of Los Angeles Police Department (LAPD) Olympic Community Police Station located at 1130 South Vermont Avenue, approximately 1-mile to the northwest of the Project Site. For the purposes of the LAPD, the Olympic Community Area boundaries are roughly defined as: Melrose Avenue to the south, Crenshaw Boulevard to the west, Hoover Street to the east and the 10 Freeway to the south.

   Although the increase in daytime population at the Project Site during construction would be temporary, construction sites can be sources of attracting nuisances, providing hazards, and inviting theft and vandalism. When not properly secured, construction sites can become a distraction for local law enforcement from more pressing matters. Accordingly, developers typically take precautions to prevent trespassing through construction sites. Most commonly, temporary fencing is installed around the construction site. Temporary construction fencing would be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area. These security measures would ensure that valuable materials (e.g., building supplies, metals such as copper wiring) and construction equipment would not be easily stolen or abused and would minimize the need for LAPD services during construction. With regard to operation, while current response times, crime statistics, and congestion at surrounding intersections are relevant background information, these data are not used to determine police protection impacts under CEQA. The adequacy of police protection is evaluated using the existing number of police officers in the Project's police service area, the number of residents currently served in the area, the adequacy of the existing officer-to-population ratio in the area, and the number of residents that the Project would introduce to the area. The Project would not include residential uses, and accordingly, would not alter the existing officer-to-population ratio. Furthermore, the potential for crime can be reduced with site-specific designs and features. The Project would include standard security

measures such as adequate security lighting and keyed access to the creative office building. In addition, the LAPD will require that the commanding officer of the Community Area be provided a diagram of the property showing access routes, and any additional information that might facilitate police response.

Given the already urbanized nature of the surrounding area, development of the Project is not expected to require the construction of a new or expanded police station, the construction of which could cause significant environmental impacts. Although there are no known police station construction or facilities expansion projects planned for the Project area, in the event that the City determines that expanded or new police facilities are warranted, such facilities: (1) would occur where allowed under the designated land use; (2) would be located on parcels that are infill opportunities on lots that are between 0.5 and 1 acre in size; and (3) could qualify for a categorical exemption under CEQA Guidelines Section 15301 or 15332 or Mitigated Negative Declaration. Furthermore, as with fire services, if the demand for police services in a given area increases, it is the LAPD's responsibility to assign new staff and equipment and potentially build new or expanded facilities, as necessary, to maintain adequate levels of service. Accordingly, in conformance with the California Constitution Article XIII, Section 35(a)(2) and the City of Hayward v. Board of Trustees of California State University ruling, the City has and will continue to meet its legal constitutional obligations to provide adequate public safety services, including police protection services. Therefore, for the reasons stated above, impacts related to the construction of new or expanded police facilities to meet an increase in the demand for protection services would be less than significant.

c) **Schools. No Impact**. A significant impact may occur if a proposed project includes substantial employment or population growth, which could generate demand for school facilities that exceeds the capacity of the school district(s) responsible for serving the project site. The Project would have less than significant impacts on schools because it would be subject California Government Code Section 65995, which allows Los Angeles Unified School District (LAUSD) to collect impact fees from developers of new residential developments. The Project includes demolition and removal of the existing building and surface parking lots from the Project Site and development of the Site with a creative office building . The Project does not include any housing and would not employ a significant number of employees; therefore, it would not be expected to generate a significant number of school-aged children. Furthermore, pursuant to the California Government Code Section 65995/California Education Code Section 17620, mandatory payment of the school fees established by the LAUSD in accordance with existing rules and regulations regarding the calculation and payment of such fees would, by law, fully address any indirect impacts to schools as a result of the Project. Therefore, no impacts related to an increased demand for school facilities would be occur under the Project and no mitigation measures would be required.

d) Parks.

Less Than Significant Impact. A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The Public Recreation Plan, a portion of the Service Element of the City's General Plan sets a goal of a parkland acres-to-population ratio of neighborhood and community parks of 4.0 (or 4 acres per 1,000 persons). The Wilshire Community Plan Area has a ratio of 0.23 acres or parkland per 1,000 persons. The proposed project is for a 60 unit guest room hotel and restaurant and 20 residential units. The project is subject to park fees intended to mitigate park- and open space-related impacts of new residential projects pursuant to City Ordinance No. 184,505. Therefore, the project would not create capacity or service level problems or result in substantial physical impacts associated with the provision or new or altered parks facilities, and project impacts would be less than significant.

e) Other public facilities.

No Impact. A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve the Project Site. Within the City of Los Angeles, the Los Angeles Public Library (LAPL) provides library services at the Central Library, seven regional branch libraries, 56 community branches and two bookmobile units, consisting of a total of five individual bookmobiles. Approximately 6.5 million books and other materials comprise the LAPL collection.

The LAPL branches currently serving the Project Site include the Felipe de Neve Library, located at 2820 W. 6th Street, approximately 1.25 miles north of the Project Site and the Pico Union Library located at 1030 S. Alvarado Street, approximately ¾ of a mile east of the Project Site. These two facilities will continue to meet the demands of the surrounding communities through the provision of books, computer workstations, free public wi-fi, and wireless printing services. As such, the Proposed Project's demand for library services, the Proposed Project's impacts upon library services would be less than significant.

No new governmental services will be needed to serve the development and land uses associated with the implementation of the Proposed Project. Street dedications may be required along Vermont Avenue and/or Olympic Boulevard to comply with Local Street standards. However, the resulting impacts are less than significant, and no mitigation measures are required.

XVI. **RECREATION**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

a) Would the project Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?

Less Than Significant. A significant impact may occur if a project would include substantial employment or population growth which could generate an increased demand for public park facilities that exceeds the capacities of existing parks and causes premature deterioration of the park facilities.

The Project would increase the number of individuals to the site, including hotel nightly guests, visitors to the ground floor restaurant, employees at the Project Site and tenants of the 20 residential units. Employees do not typically frequent parks or recreation centers during work hours but are more likely to use facilities near their homes during non-work hours. While there are nearby parks hotel guests and employees will likely access the open space and lounge areas located within the Project Site. Although the Project would include hotel uses, and the Project would only incrementally increase the number of employees and hotel guests in the area that use parks and recreational facilities in the area. The current site contains 4 residential units, therefore the net increase of residential units is only 16 units. The project will be required pay recreation fees per LAMC Section 12.33. This limited number of new park users would not result in substantial physical deterioration of park facilities. Therefore, impacts to recreational facilities will be less than significant.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. The Proposed Project would not require the construction or expansion of recreational facilities beyond the limits of the Project Site which might have an adverse physical effect on the

environment and thus there would be no impact. The proposed project involves the construction of a 60 unit hotel with ground floor restaurant and 20 residential units (net increase of 16 units on the site) as such will not involve any significant growth inducing population that would affect the service demand. Therefore, no impacts from the proposed project are anticipated.

XVII. TRANSPORTATION[2]

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b. 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?	☐	☐	☐	☒

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

No Impact., a significant impact may if the Proposed Project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on- or off-site. The Proposed Project would not require the disruption of public transportation services or the alteration of public transportation routes. Furthermore, the Proposed Project would not interfere with any class I or class II bikeway systems. Since the Proposed Project would not modify or conflict with any alternative transportation policies, plans or programs, it would have no impact on such programs. The project site is well served by a number of public transit operators, including Metro, LADOT and others. The project would be well-served by multiple transit lines that lie within walking distance of the project site. Furthermore, none of the forms of public transportation would be disturbed by the project. Therefore, implementation of the project would not conflict with adopted policies, plans, or programs supporting alternative transportation, and no impacts would occur in this regard.

b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less Than Significant Impact. The following analysis is a summary of traffic impacts associated with development of the proposed project based on the Traffic Study for the "3216 W. 8th Street hotel prepared by Gibson Transportation Consulting, Inc. April 10, 2023. The Traffic Study includes detailed analysis of ten intersections and determined that under the previous impact criteria there would be no significant traffic impacts) (Appendix B). Subsequent to the releasing of this report, pursuant to the Senate Bill (SB 743 and the recent changes to Section 15064.3 of the CEQA Guidelines the City adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA.

On May 5, 2023, the Los Angeles Department of Transportation (LADOT) issued a revised transportation assessment report to the Department of City Planning for the proposed mixed-use development project located at 3216 West 8th Street based on the transportation analysis prepared by Gibson Transportation Consulting, dated April 10, 2023. DOT staff confirmed via email on October 11, 2023 that the proposed project will not create any new significant impacts and no adverse circulation, access, and safety issues. All of the project requirements identified in DOT's May 5, 2022 letter shall remain in effect.

Therefore, in response to this action and in analyzing the current project description, the applicant submitted a VMT analysis for the proposed project. The current project description no longer includes any condominium units, and now includes a 60-guest room hotel with a 3,950 square foot restaurant on the ground level and 20 residential units. The proposed seven story hotel and 3 level subterranean parking structure, includes typical hotel amenities such as fitness center, lounge areas, business center, aimed to serve hotel guests. The Department of Transportation (DOT) reviewed the transportation analysis prepared by Gibson (Addendum B) .

The Traffic Study was prepared in accordance with the assumptions, methodology, and procedures approved by the City of Los Angeles Department of Transportation (LADOT). Traffic impacts were analyzed for weekday AM and PM peak hour traffic conditions at the following 18 key study intersections. These locations include the key intersections located along the primary access routes to and from the site, and are expected to be most directly impacted by project traffic. Access to the Project site will be via two entry points from 8th Street and Mariposa Avenue. The driveways would provide full access to the vehicles entering and leaving the site. As such the project any potential impacts would result in less then significant.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. Under existing conditions, access to the project site is provided via ingress/egress curb cuts located along 8th Street and Mariposa Avenue. There are no existing hazardous design features such as sharp curves or dangerous intersections on-site. The driveways will allow for full turning movements in and out of the site. The proposed project driveways from not anticipated to conflict with traffic in such a manner that hazardous roadway conditions would occur.

Overall, no hazards due to a design feature or incompatible uses are anticipated to occur with implementation of the project. Furthermore, site access and circulation would be reviewed by the LADOT to ensure that the project does not substantially increase hazards due to a design feature. Therefore, no impacts would result.

d) Result in inadequate emergency access?

No Impact. The Proposed Project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles. Therefore, the Proposed Project would not be expected to result in inadequate emergency access, and no project impact would occur.
Construction activities and staging areas for the project would be primarily confined to the site (except for new utility connections within adjacent street rights-of-way). During construction of the project, access to the site would be provided from 8th Street and Mariposa Avenue via ingress/egress driveways. Emergency vehicles access would be maintained along the roadway during construction of the proposed project.

Access to the project site during the operational phase would be provided via driveways from 8th Street and Mariposa Avenue. The project would be designed to permit adequate emergency access to the site and not to impede access to any adjacent or surrounding properties. No other modifications with the potential to affect emergency access would occur in conjunction with the project. Therefore, impacts will occur.

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:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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), or	☐	☐	☒	☐
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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: 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)?

Less Than Significant Impact. A significant effect would be if the project would cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). The subject site is not listed as a resources, in any local, or state historical resources or registers. Analysis of the potential impacts to historical resources has found that the Project will insert substantial new construction on land that was currently occupied by a paved surface parking lot and one 4 -unit residential building. The proposed new construction, however, will not result in substantial adverse changes that reduces

the integrity or significance of historic resources either adjacent to or in the near vicinity of the Project Site.

As lead agency, the City mailed letters to the 10 listed Native American tribes included on the City's consultation on September 28, 2018. On, September 24, 2018 Planning staff received a letter from Andrew Salas, Chairman representing the Gabrielenos Band of Mission Indians-Kizh Nation, requested a consultation with city staff. Subsequently, a phone consultation was conducted by Planning Staff on November 7, 2018. At the consultation, the tribe representatives raised concerns pertaining to project related excavations and the inadvertent discovery of tribal resources. The tribe representatives requested a condition for monitoring during construction in the event anything related to tribal resources is discovered during construction. Following, the consultation, Planning staff followed up with an emails sent to Gabrielenos Band of Mission Indians on January 30, 2019 requesting additional information. No response was received to date. While no known Tribal Cultural Resource is within the vicinity of the project, the project will be required to comply with the inadvertent discovery condition during construction. Therefore, impacts will be less than significant:

b) 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 resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant Impact. Approved by Governor Brown on September 25, 2014, Assembly Bill 52 (AB52) establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources (TCRs), as defined in Public Resources Code Section 21074, as part of CEQA. Effective July 1, 2015, AB 52 applies to projects that file a Notice of Preparation of an MND or EIR on or after July 1, 2015. PRC Section 21084.2 now establishes that a project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment. To help determine whether a project may have such an effect, PRC Section 21080.3.1 requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. As a result of AB 52, the following must take place: 1) prescribed notification and response timelines; 2) consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures; and 3) documentation of all consultation efforts to support CEQA findings for the administrative record.

Under AB 52, if a lead agency determines that a project may cause a substantial adverse change to a TCR, the lead agency must consider measures to mitigate that impact. PRC Section 21074 provides a definition of a TCR. In brief, in order to be considered a TCR, a resource must be either: 1) listed, or determined to be eligible for listing, on the national, State, or local register of historic resources, or 2) a resource that the lead agency chooses, in its discretion supported by substantial evidence, to treat as a TCR. In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the State register of historic resources or City Designated Cultural Resource. In applying those criteria, a lead agency shall consider the value of the resource to the tribe.

As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation.

As lead agency, the City mailed letters to the 10 listed Native American tribes included on the City's consultation on September 28, 2018. On, September 24, 2018 Planning staff received a letter from Andrew Salas, Chairman representing the Gabrielenos Band of Mission Indians-Kizh Nation, requested a consultation with city staff. Subsequently, a phone consultation was conducted by Planning Staff on November 7, 2018. At the consultation, the tribe representatives raised concerns pertaining to project related excavations and the inadvertent discovery of tribal resources. The tribe representatives requested a condition for monitoring during construction in the event anything related to tribal resources is discovered during construction. Following, the consultation, Planning staff followed up with an emails sent to Gabrielenos Band of Mission Indians on January 30, 2019 requesting additional information. No response was received to date.

Though unlikely, if present, any unidentified tribal cultural resources have the potential to be significant under CEQA. However, while the Project would not adversely affect known Tribal cultural resources, the City's inadvertent discovery condition will ensure that impacts to tribal cultural resources will be less than significant.

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

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?

No Impact. A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). All wastewater from the project would be treated according to requirements of the NPDES permit authorized by the LARWQCB. Therefore, no impacts would occur.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. The addition of 60 hotel guest rooms and restaurant, and 20 residential units would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2015 Urban Water Management Plan (UWMP). Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater infrastructure.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. The addition of 60 hotel guest rooms and a 3,950 restaurant and 20 residential units as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2015 Urban Water Management Plan (UWMP). Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater infrastructure.

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?

Less Than Significant Impact. A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project is anticipated to be collected by the BOS and private waste haulers, respectively. As the City's own landfills have all been closed and are non-operational, the destinations are private landfills. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the applicable landfill site. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less-than-significant impact related to solid waste.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project is anticipated to be collected by the BOS and private waste haulers, respectively. As the City's own landfills have all been closed and are non-operational the destinations are private landfills. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the applicable landfill site. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less-than-significant impact related to solid waste.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b. Due to slope, prevailing winds, and other factors, 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 or maintenance 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?	☐	☐	☐	☒

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. A significant impact may occur if a project were to interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan or would generate sufficient traffic to create traffic congestion that would interfere with the execution of such a plan. Construction of the Project will not substantially impede public access or travel on public rights-of-way such as 8th Street Mariposa Avenue and would not interfere with any adopted emergency response plan or emergency evacuation plan. Therefore, impacts would be less than significant.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. There are no wildlands located in the vicinity of the Project Site. The Project Site is not located within a City-designated Very High Fire Hazard Severity Zone, nor is it located within a City designated fire buffer zone. Therefore, the Project Site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. No impacts regarding wildfire risks would occur.

c) Require the installation or maintenance 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?

No Impact. A significant impact may occur if installation or maintenance of associated infrastructure occur. The project does not involve the installation of any new roads, fuel breaks of emergency water sources. However, dedications and street widening may be required. The proposed alterations to the road are consistent with the city street requirements for Avenue II and Local Street, as such no impacts exacerbating fire risk are expected.

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?

No Impact. A significant impact may 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 not located in a Very High Fire Hazard Severity Zone or in the wildlands fire hazard Mountain Fire District. The Project Site is not on the direct edge of a rural or wildland area. Furthermore, the Project would be developed in accordance with LAMC requirements pertaining to fire safety. Additionally, the Project would not create a fire hazard that has the potential to exacerbate the current environmental condition relative to wildfires.

Therefore, no impact would occur.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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 a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?

Less Than Significant Impact. The proposed project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal community. No impacts will result based on the analysis of this Initial Study, the proposed project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal.

However, during project construction, the proposed project may encounter unknown cultural resources, including archaeological and paleontological resources. Compliance with existing regulations would reduce impacts to less than significant levels.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant Impact. A significant impact may occur if a project, in conjunction with other Related Projects in the area of the Project Site, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together. In accordance with CEQA Guidelines Section 15064(h) an adequate discussion of a project's significant cumulative impact, in combination with other closely related projects, can be based on either: (1) a list of past, present, and probable future related impacts; or (2) a summary of projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect. (CEQA Guidelines Section 15130(b)(1)(A)-(B).

The lead agency may also blend the "list" and "plan" approaches to analyze the severity of impacts and their likelihood of occurrence. Accordingly, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment, when considered in conjunction with the Project, were identified for evaluation.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. A significant impact may occur if a project has the potential to result in significant impacts. As described throughout this environmental impact analysis, with implementation of the recommended mitigation measures and project design features, and compliance with applicable regulatory measures, where applicable, the Project would not result in any unmitigated significant impacts. Thus, the Project would not have the potential to result in substantial adverse effects on human beings and impacts would be less than significant.

4 PREPARERS AND PERSONS CONSULTED

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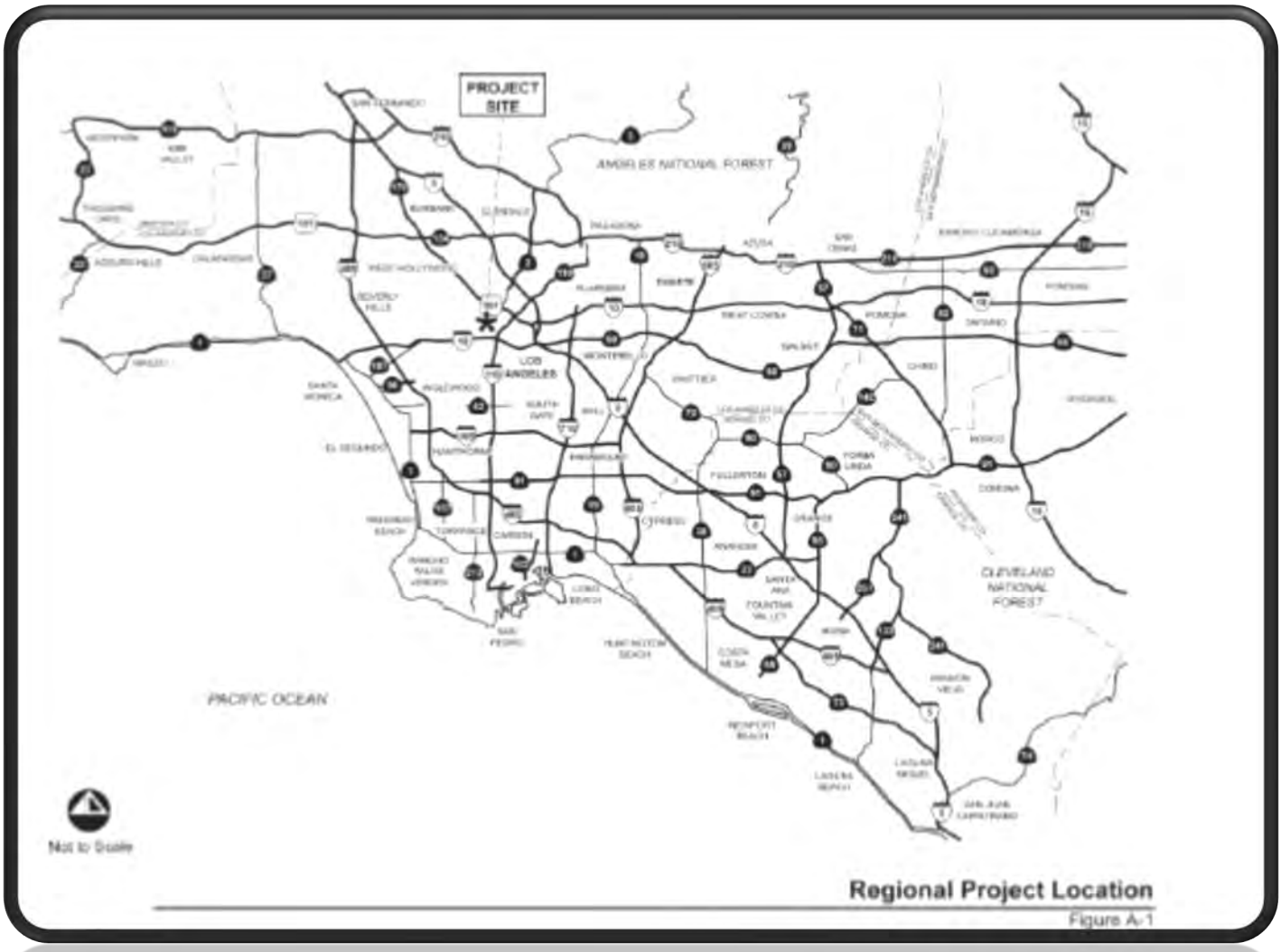
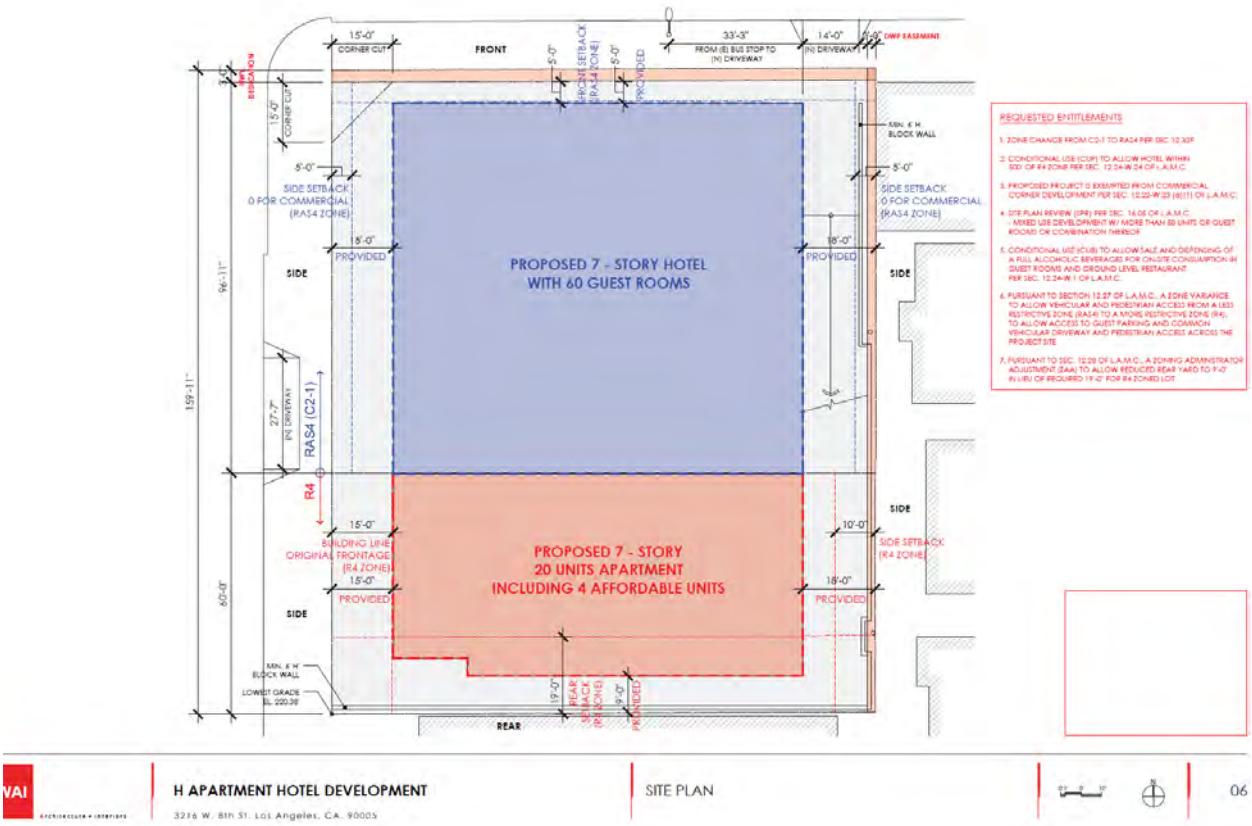
A-1 Regional and Site Location Map



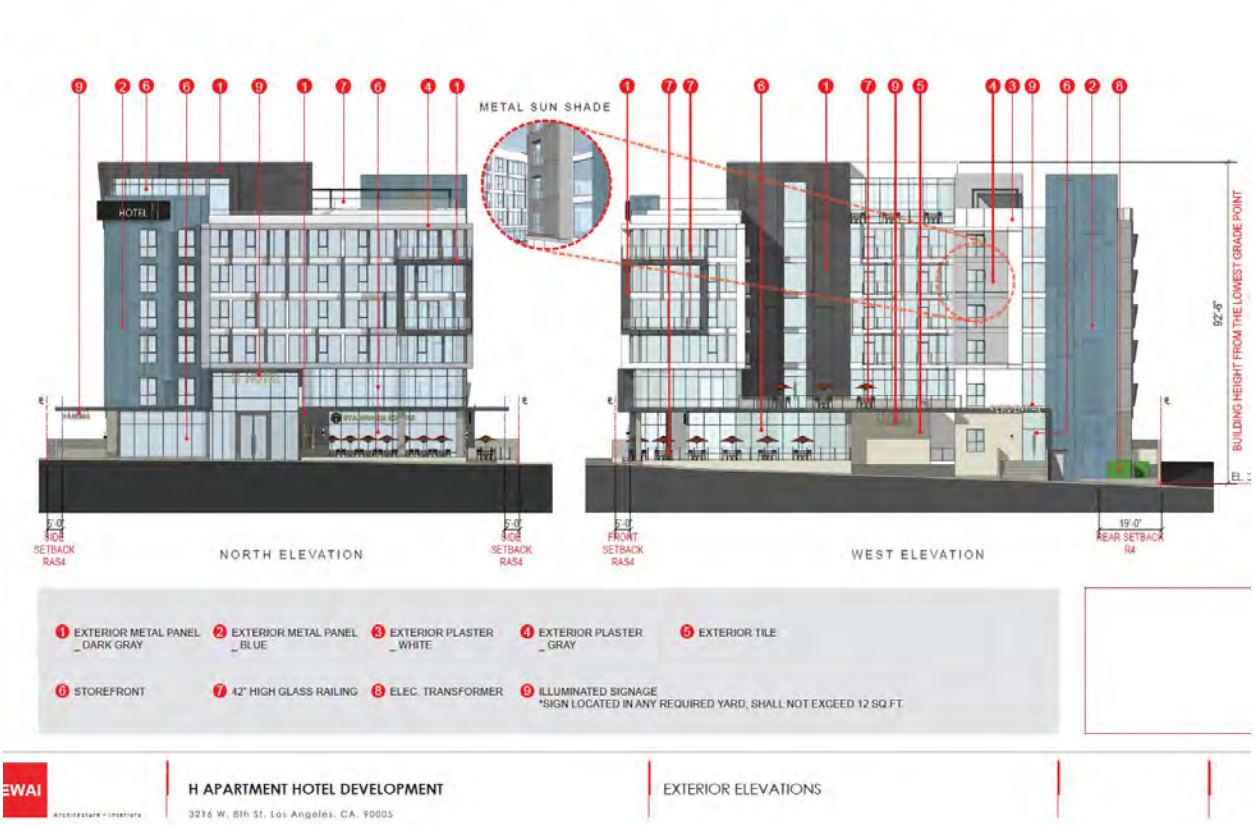
A-2 Project Site

A-3 Aerial Photograph of Project Site and Vicinity

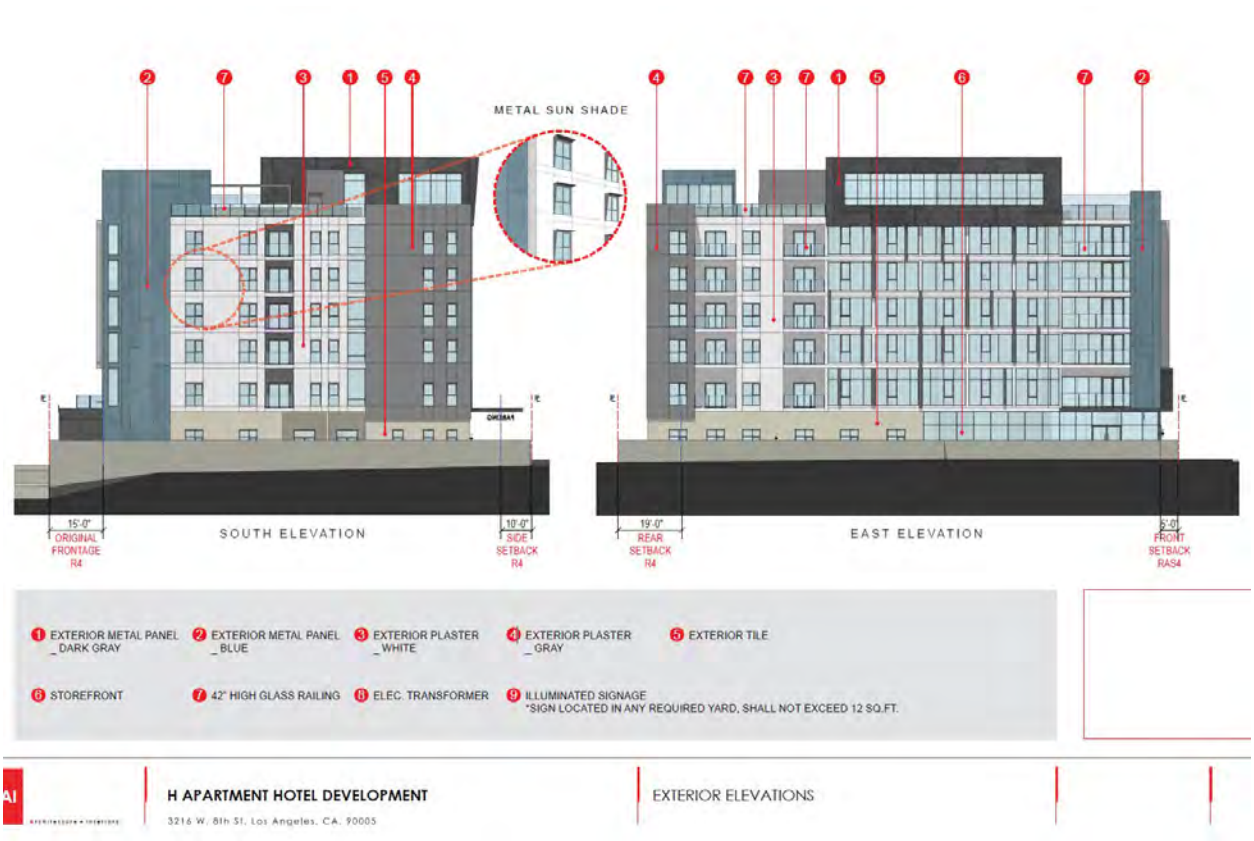
A-4 Conceptual Site Plan



A-5 North and West Elevation



A-6 South and East Elevation

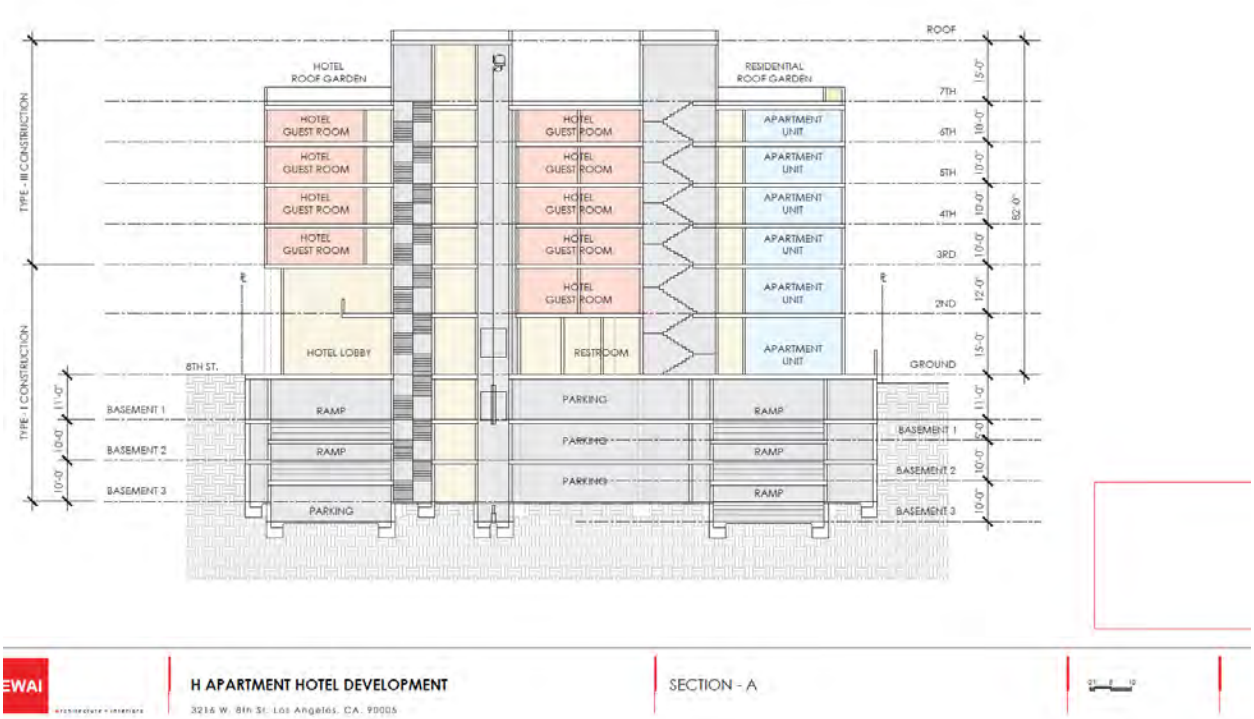


A-7 Renderings

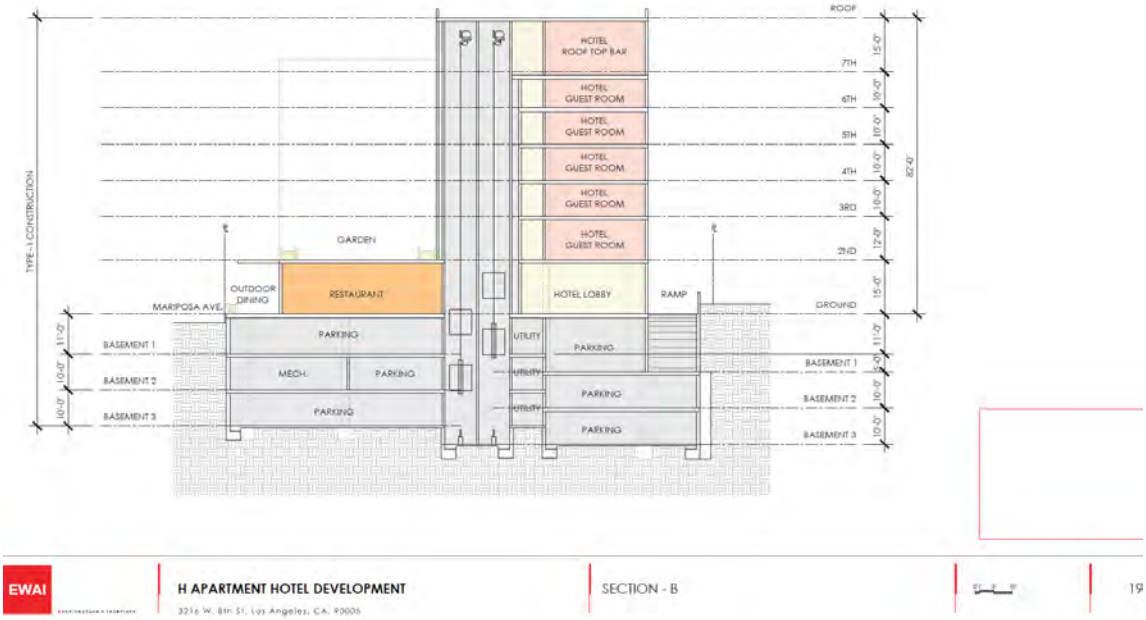
EWAI Architecture + Interiors | H APARTMENT HOTEL DEVELOPMENT | 3216 W. 8th St. Los Angeles, CA. 90005 | PROJECT RENDERING | 2

EWAI Architecture + Interiors | H APARTMENT HOTEL DEVELOPMENT | 3216 W. 8th St. Los Angeles, CA. 90005 | PERSPECTIVE STUDY _ MARIPOSA AVE. | 22

A-8 Section Drawings.



EWAI | H APARTMENT HOTEL DEVELOPMENT | 3216 W. 8th St. Los Angeles, CA. 90005 | SECTION - A



EWAI | H APARTMENT HOTEL DEVELOPMENT | 3216 W. 8th St. Los Angeles, CA. 90005 | SECTION - B