Initial Study/
Mitigated Negative Declaration
of Environmental Impact

February 2018

3800 W. 6th Street - Mixed Use Development

(Retail, Hotel and Residential Condominiums)
(3800-3802 W. 6th St., 608 S. Serrano Ave., & 607-611 Hobart Blvd.)
(APN: 5503-028-007, 008, 009 & 010)

Prepared By:

Maxsum Development, LLC
3016 E. Colorado Boulevard, Suite 5626
Pasadena, California 91117
626. 422. 0351 (O) 626. 664. 5003 (C)

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Lead Agency:

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

Prepared for:

3800 West Sixth Street, LLC
3800 W. 6th Street
Los Angeles, CA 90020
213. 908. 5634

Prepared By:

MaxSum Development, LLC (Milan L. Garrison)
3016 E. Colorado Boulevard, Suite 5626
Pasadena, California 91117
626. 422. 0351 (O) 626. 664. 5003 (C)

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1.0 Introduction

I. INTRODUCTION

I.1 DOCUMENT PURPOSE AND SCOPE

This Initial Study/Mitigated Negative Declaration (IS/MND) addresses potential impacts associated with the "3800 W. 6th Street Mixed-Use Development" (the "Proposed Project"), which proposes to construct a twenty (20) story, 260 feet high mixed-use development with 319,254 square feet of building area on a gross lot area of 45,807 square feet (1.03 acres) located at the southeast corner of 6th Street and Serrano Avenue continuing to the southwest corner of 6th Street and Hobart Boulevard in the C2-2 and R5-2 zone with a consistent underlying General Plan Land Use designation of Regional Center Commercial.

The Applicant proposes to demolish and replace the existing uses (6,300 square feet of commercial space, a 107-student day care center and surface parking lot with approximately 36 spaces) with the proposed mixed-use development consisting 122 residential condominium units, 192 hotel guest rooms, and 15,200 square feet of ground and second floor commercial space. The first and second floors will contain the commercial retail spaces while the hotel operation will be provided on the 3rd through 8th floors, and the residential condominiums will occupy the 9th through 20th floors.

The Project includes 266 vehicular on-site parking spaces in three levels of subterranean parking, and 171 bicycle parking spaces, including 140 long-term and 31 short-term spaces. Vehicular access will be provided via a full access driveway on Hobart Boulevard. In addition, a valet entry driveway is proposed along Hobart Boulevard and a valet exit driveway to be provided along Serrano Avenue. The driveways on Hobart Boulevard will provide direct access to the valet area and parking. Thus, valet attendants would not need to use public roads to travel between the valet area and the parking garage.

The Project is requesting entitlements for a Site Plan Review for approval of a development that creates an increase of 50 or more dwelling units and guest rooms pursuant to LAMC Section 16.05; a Conditional Use approval for development and operation of a hotel within 500 feet of an R zone pursuant to Section 12.24.W.24 (A) of the LAMC; A Conditional Use approval to permit the sale and dispensing for on and off-site sale and consumption of a full line of alcoholic beverages in conjunction with the 151,399 square foot hotel operation pursuant to LAMC Section 12.24.W1; a Zoning Administrator's Adjustment to increase the floor area ratio from 6.0:1 to 7.11:1 (18.53%), and to permit a zero-foot side yard setback in lieu of 5-feet required for Lot 78 pursuant to Section 12.21.1.A of the LAMC where Section 12.28 authorizes relief; and a Vesting Tentative Tract Map to merge and re-subdivide the Property into multiple lots for commercial and residential condominium purposes pursuant to LAMC Section 17.15. A complete description of the Proposed Project is presented in Attachment A, "Project Description," of this IS/MND.

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/MND consistent with §10563 of the *CEQA Guidelines*. Article 6 of the *CEQA Guidelines* discusses the 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 the Project may result in or cause potentially significant effects. However, compliance with existing policies, plans and regulations, and applicable revisions to the Project plans, together with design features and mitigation measures incorporated in the proposal would void the effects or mitigate the effects to a point where no significant impacts would occur. The City has consequently determined that a Mitigated Negative Declaration (MND) should be prepared for the proposed Project.

The City has the authority to review and approve the proposed Project. This IS/MND is intended to be an informational document, providing the City's decision-makers, other public agencies, and the public with an objective assessment of the potential environmental impacts that could result from implementation of the proposed Project.

I.2. DOCUMENT ORGANIZATION

This IS/MND includes the following sections:

Introduction: This section (Attachment I) describes the format of the Project IS/MND and provides summary findings of the environmental analysis

Project Description: This section (Attachment A) describes the Project and its objectives, and outlines the existing regulations that will affect development of the Project.

Environmental Evaluation: This section (Attachment B) presents the environmental checklist and responses. Answers provided for items in the checklist are substantiated qualitatively in all instances, and quantitatively where feasible and appropriate. Additionally, for environmental considerations identified as "potentially significant unless

mitigation incorporated," the checklist discussion identifies specific potential environmental impacts of the Project, proposes mitigation measures that reduce potentially adverse environmental effects, and indicates levels of significance subsequent to the application of proposed mitigation measures.

I.3 DISPOSITION OF THIS DOCUMENT

This Mitigated Negative Declaration and supporting Initial Study will be circulated by the City of Los Angeles for 20 days to allow for public and agency review. Comments received on the IS/MND will be considered by the City in their review of the proposed Project. The general public is encouraged to contact the City for responses to specific questions regarding the *CEQA* process and its administration for the proposed Project.

I.4 POTENTIAL ENVIRONMENTAL EFFECTS

The analysis presented in this IS/MND indicates that the Project could not result in or cause potentially significant environmental impacts. Furthermore, revisions to the Project plans, together with design features and mitigation measures incorporated in the proposal, would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur. On the basis of this finding, a Mitigated Negative Declaration will be prepared for the proposed Project.

2.0 Project Description

A. INTRODUCTION

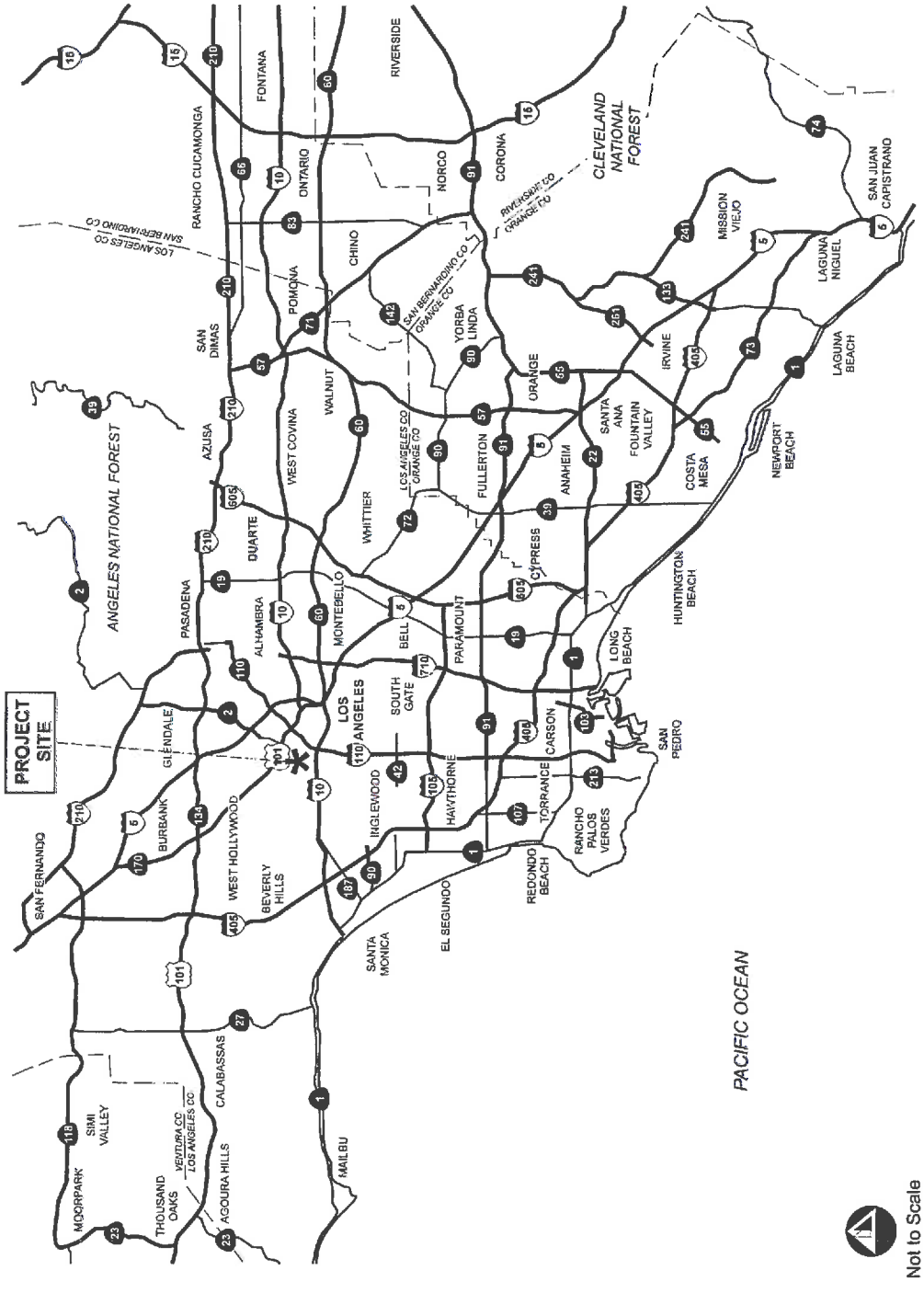
The Project Applicant proposes to construct "3800 W. 6th Street Mixed-Use Development"- a twenty (20) story, 260 feet high mixed-use development with 325,794 square feet of building area on a gross lot area of 45,807 square feet (1.03 acres) in the Wilshire Community Plan area of the City of Los Angeles, CA. The project site consists of five (5) contiguous lots (APN 5503-028-007, 008, 009, and 010) situated on the south side of 6th Street on the southeast corner of Serrano Avenue and continuing to the southwest corner of 6th Street and Hobart Boulevard. The site is currently developed with 6,300 square feet of commercial space, a 107-student day care center and surface parking lot with approximately 36 spaces all to be demolished. The proposed project will house 122 residential condominium units, 192 hotel guest rooms, and 15,200 square feet of ground and second floor commercial space. The first and second floors will contain the commercial retail spaces while the hotel operation will be provided on the 3rd through 8th floors, and the residential condominiums will occupy the 9th through 20th floors.

Parking for this project has been provided in accordance with the City Code provisions for a mixed-use development and has a total of 266 on-site parking stalls. Additionally, the Project will provide 171 bicycle parking spaces (including 140 long-term and 31 short-term spaces).

B. PROJECT LOCATION AND SURROUNDING AREA

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 6th Street to the north, Wilshire Boulevard to the south, Hobart Boulevard on the east and Serrano Avenue on the west, as shown in Figure A-2 (page 15). The project site, which consists of the five (5) contiguous lots situated on the south side of 6th Street at the southeast and southwest corners of Serrano Avenue and 6th Street and Hobart Boulevard and 6th Street, respectively.

Figure A-1
Regional and Local Vicinity Map



The project site is located in a highly urbanized area and is bounded by a mix of land uses. The following land uses occur adjacent to the project site:

- North: The site is bordered to the north across 6th Street, by one story commercial buildings and 4-story residential developments beyond in the C2-2 and R4-2 zones.

- South: The south side of the lot is zoned C2-2/CR-2 and R5-2 and developed with six story multiple family residential developments, and a twelve-story commercial office building.

- East: The site is bordered on the east across Hobart Boulevard with a four-story parking structure and religious campus within the C2-2 and R5-2 zones.

- West: West of the Site across Serrano Avenue is developed with several one story commercial buildings, and multiple twelve story commercial office buildings in the C4-2 zone.

C. LAND USE AND ZONING DESIGNATIONS

The project site is located within the Wilshire Community Plan, a component of the Land Use Element of the City's General Plan. The Community Plan designates the project site as Regional Center Commercial, which corresponds to uses permitted within the C1, C1-5, C2, C4, P, CR, R4, R5, RAS3 and RAS4 zones. The zoning for the project site is currently C2-2 and R5-2.

"C2" refers to a commercial zone. The "2" refers to Height District 2, which allows for unlimited building heights, but limits the floor area ratio (FAR) to 6:1. The "R5" refers to multi-family residential. The "2" also refers Height District 2, which allows for unlimited building heights, and a 6:1 FAR. The land use and zoning designation for the site permits residential and commercial uses; in particular, it permits a mixed-use commercial, hotel and residential development with more than 50 dwelling units/guest rooms with approval of a Site Plan Review (SPR) and Conditional Use. However, the applicant is seeking a zoning administrator's adjustment to increase the F.A.R. from 6.0:1 to 7.11:1 an increase of approximately 18.53%. Additionally, as described below, the project is requesting other discretional approvals regarding the permitted use within the C2-2 and R5-2 zoning classification.

D. DESCRIPTION OF THE PROPOSED PROJECT

The proposed project involves constructing a twenty story (260' high) mixed-use development with 122 residential condominium units, 192 hotel guest rooms with 266 on-site parking spaces located in a parking structure with three subterranean levels. The proposed mixed-use development will also include ground and second floor commercial space totaling approximately 15, 200 square feet. The first and second floors will contain the commercial retail spaces while the hotel operation will be provided on the 3rd through 8th floors, and the residential condominiums will occupy the 9th through 20th floors. A swimming pool, restaurant, lounge and deck area with expansive terrace garden is located on the eighth (8th) floor. Table A-1 (page 43) provides a summary of the project.

Figure A-2
Site Location

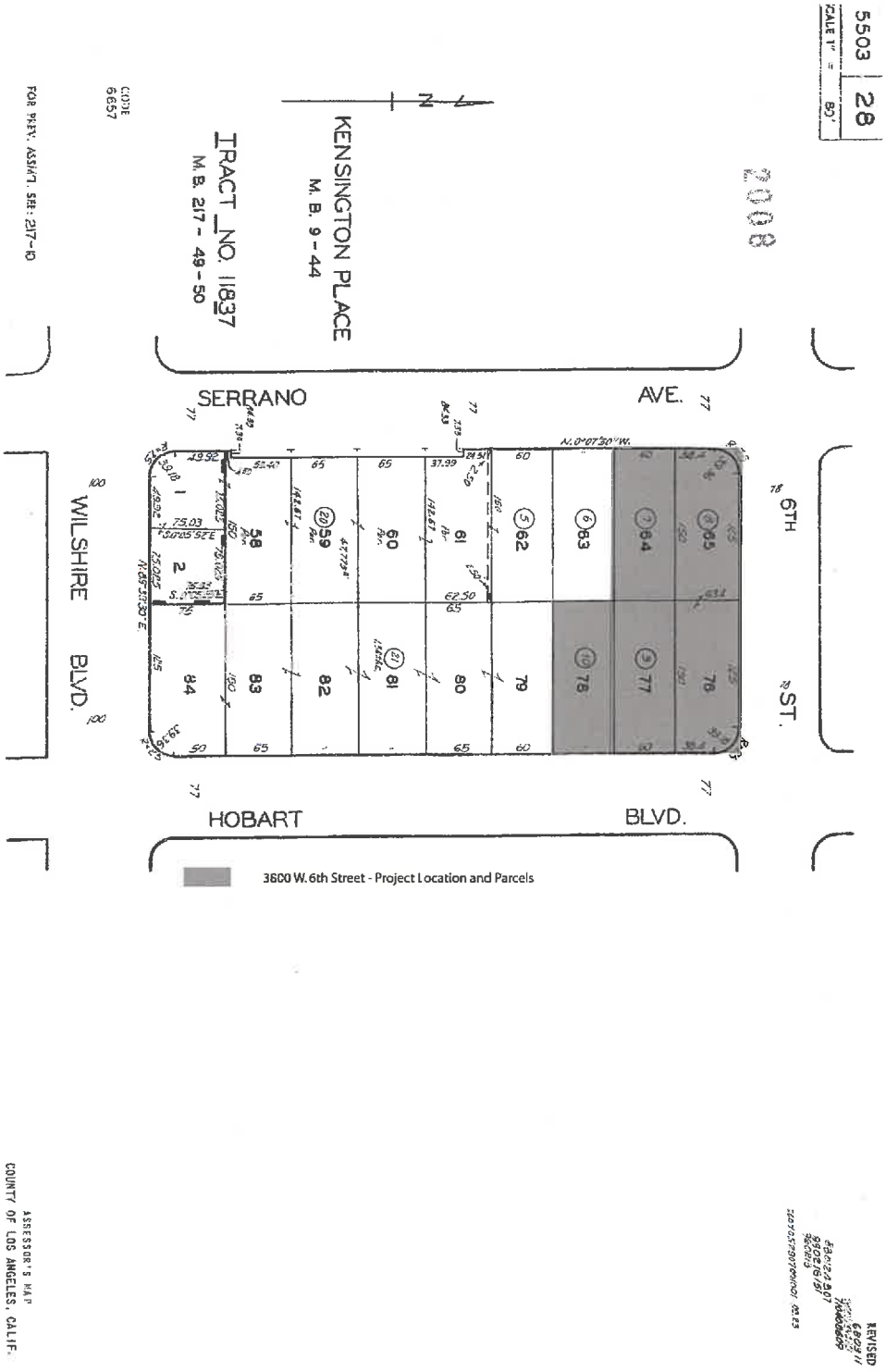


Figure A-3
Site Photos-1

PHOTOGRAPHS OF THE SUBJECT PROPERTY

View of the east interior lot located on Hobart Blvd. (Lot 77)

View of the southeast interior lot located on Hobart Blvd. (Lot 78)

View of the subject's street frontage on 6th Street facing west from the corner of Hobart Blvd and 6th Street

View of the subject's street frontage on Hobart Blvd facing south from the corner of Hobart Blvd and 6th Street

Figure A-4
Site Photos-2

PHOTOGRAPHS OF THE SUBJECT PROPERTY

View of the northeast corner of the subject property
(Lot 76)

View of the north side of the subject property with street frontage on 6th street
(Lot 65)

View of the northwest corner of the subject property
(Lot 65)

View of the west interior lot located on S. Serrano Ave
(Lot 64)

Figure A-5
Floor Plan-Level P3

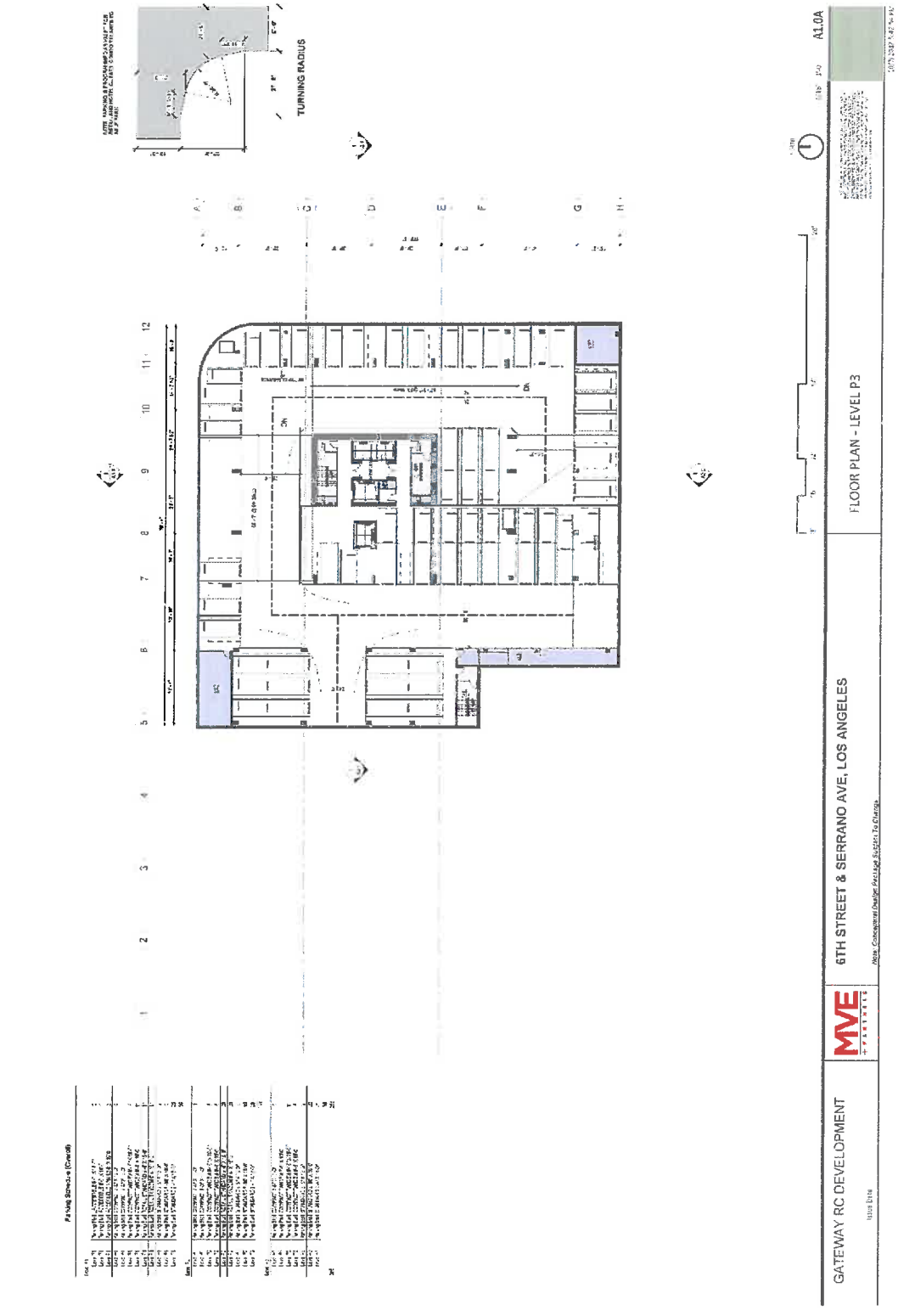


Figure A-6
Floor Plan-Level P2

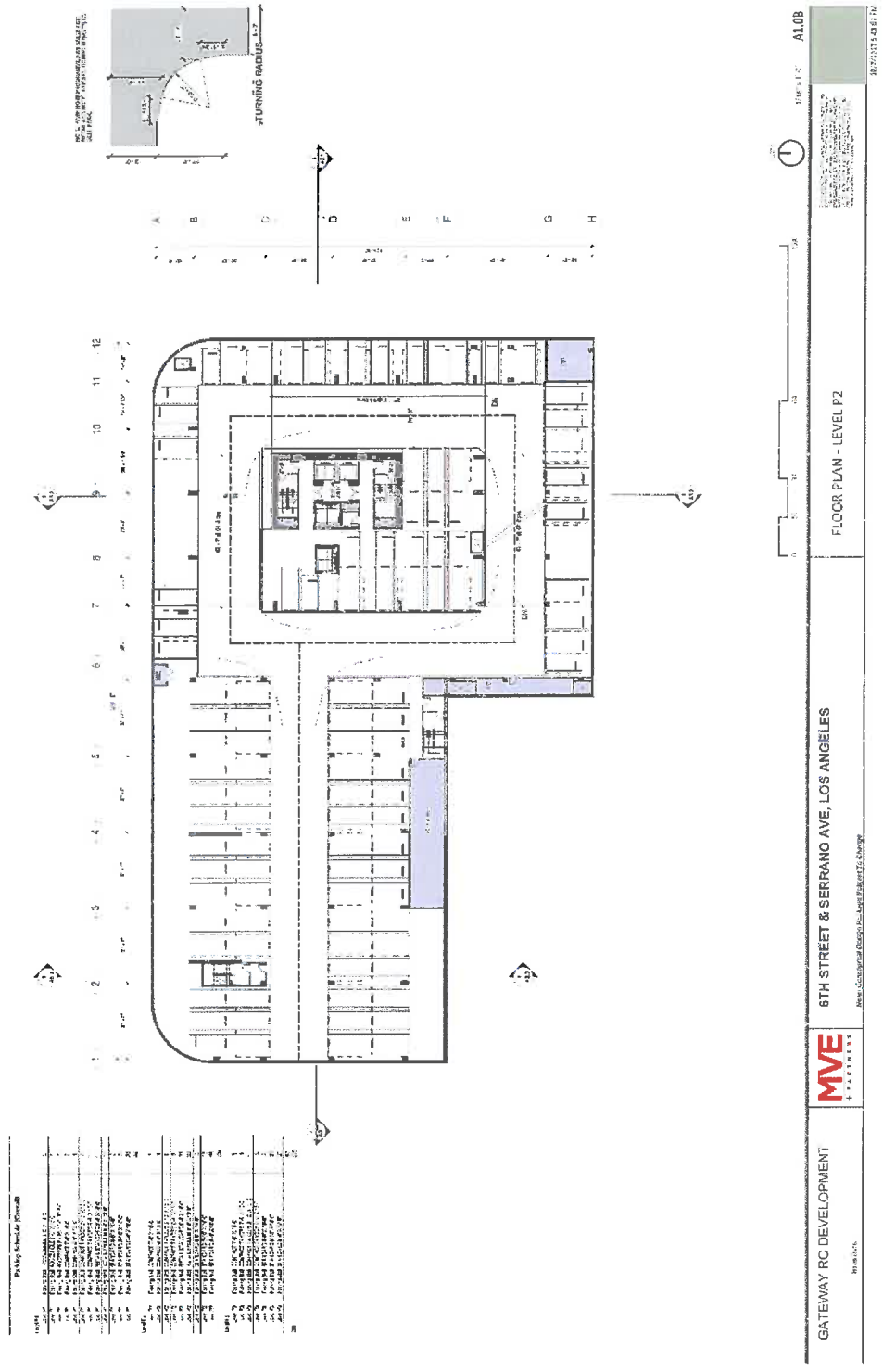


Figure A-7
Floor Plan-Level P1

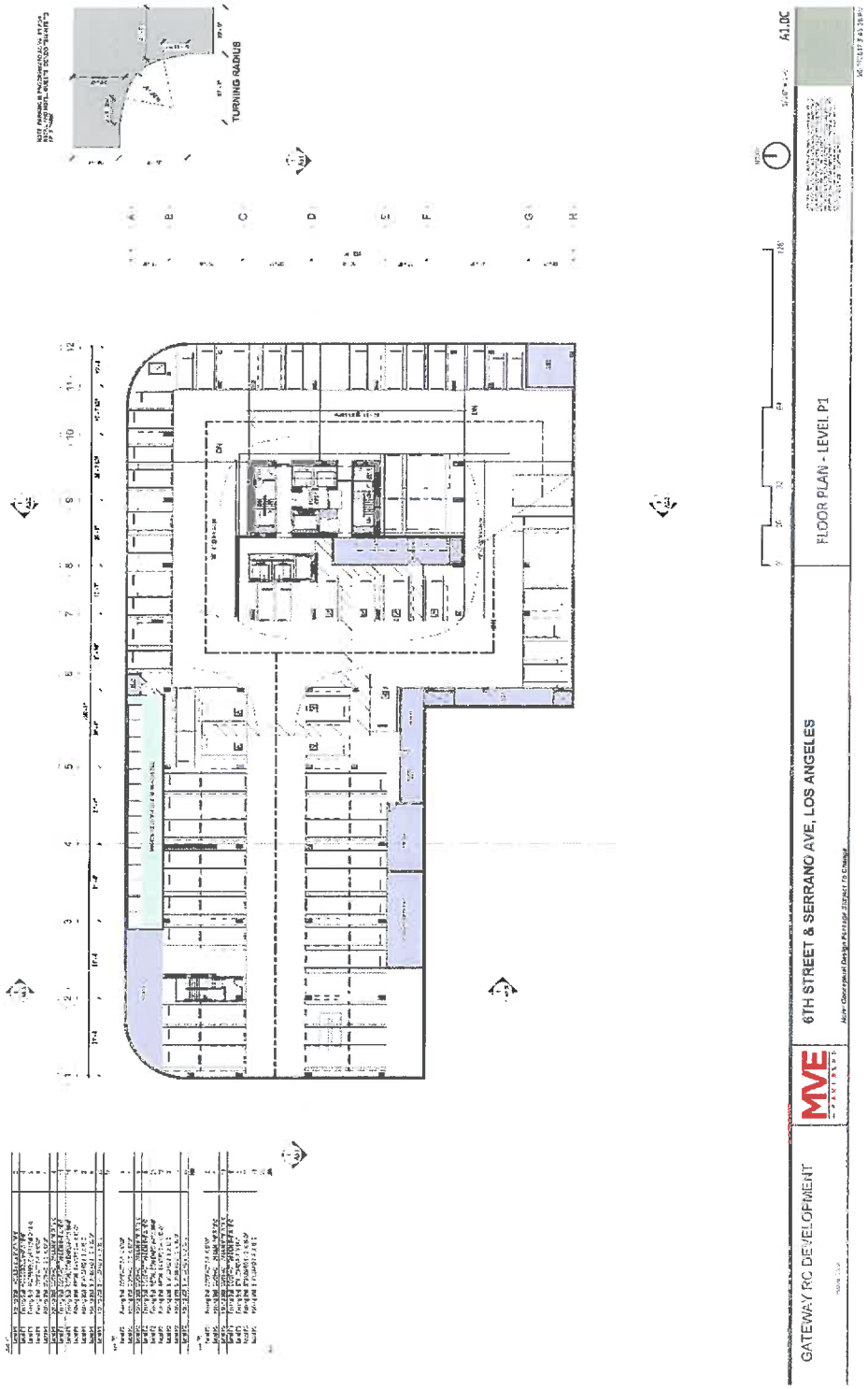


Figure A-8
Floor Plan-Level 1

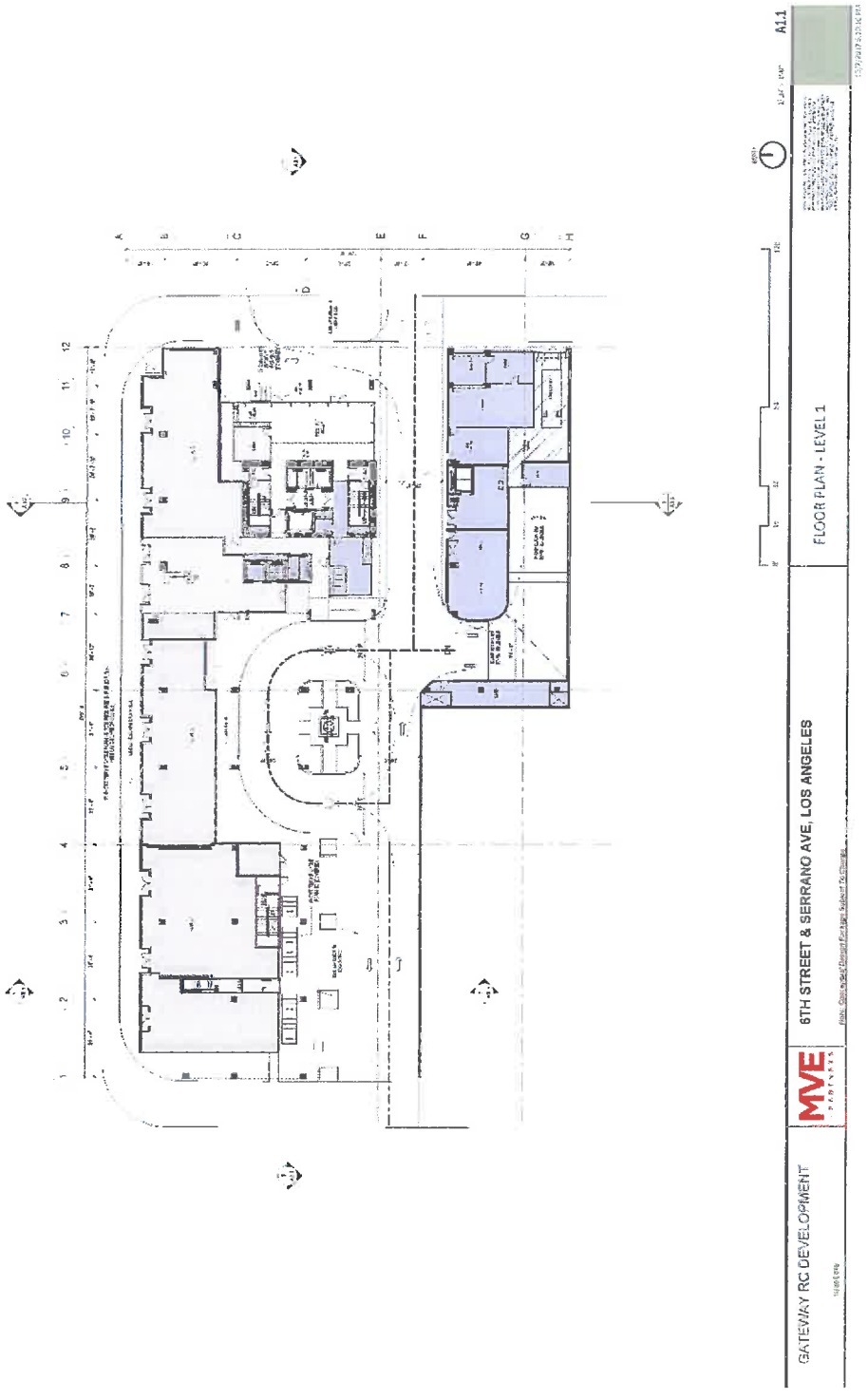


Figure A-9
Floor PLAN-Level 2

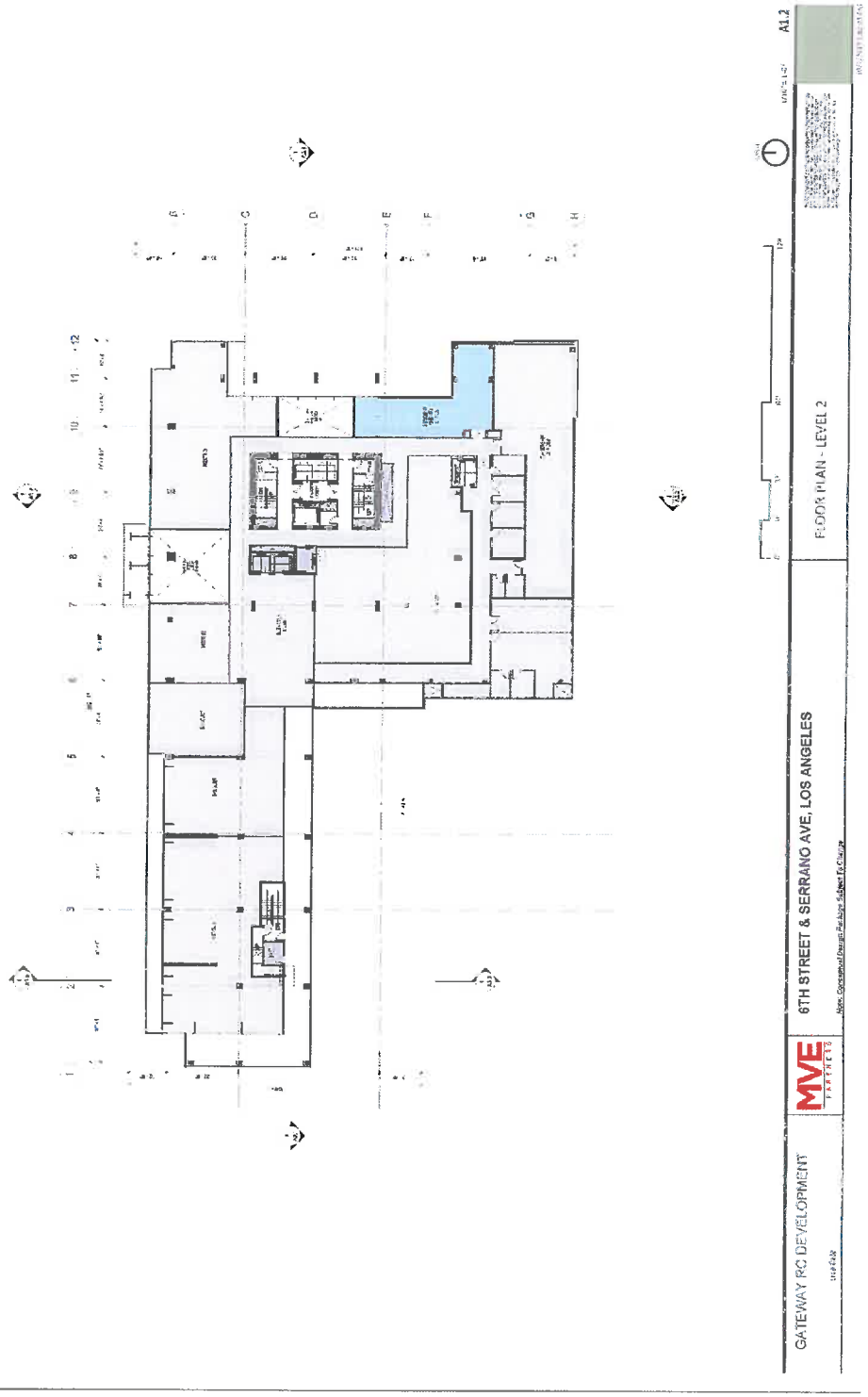


Figure A-10
Floor Plan-Level 3

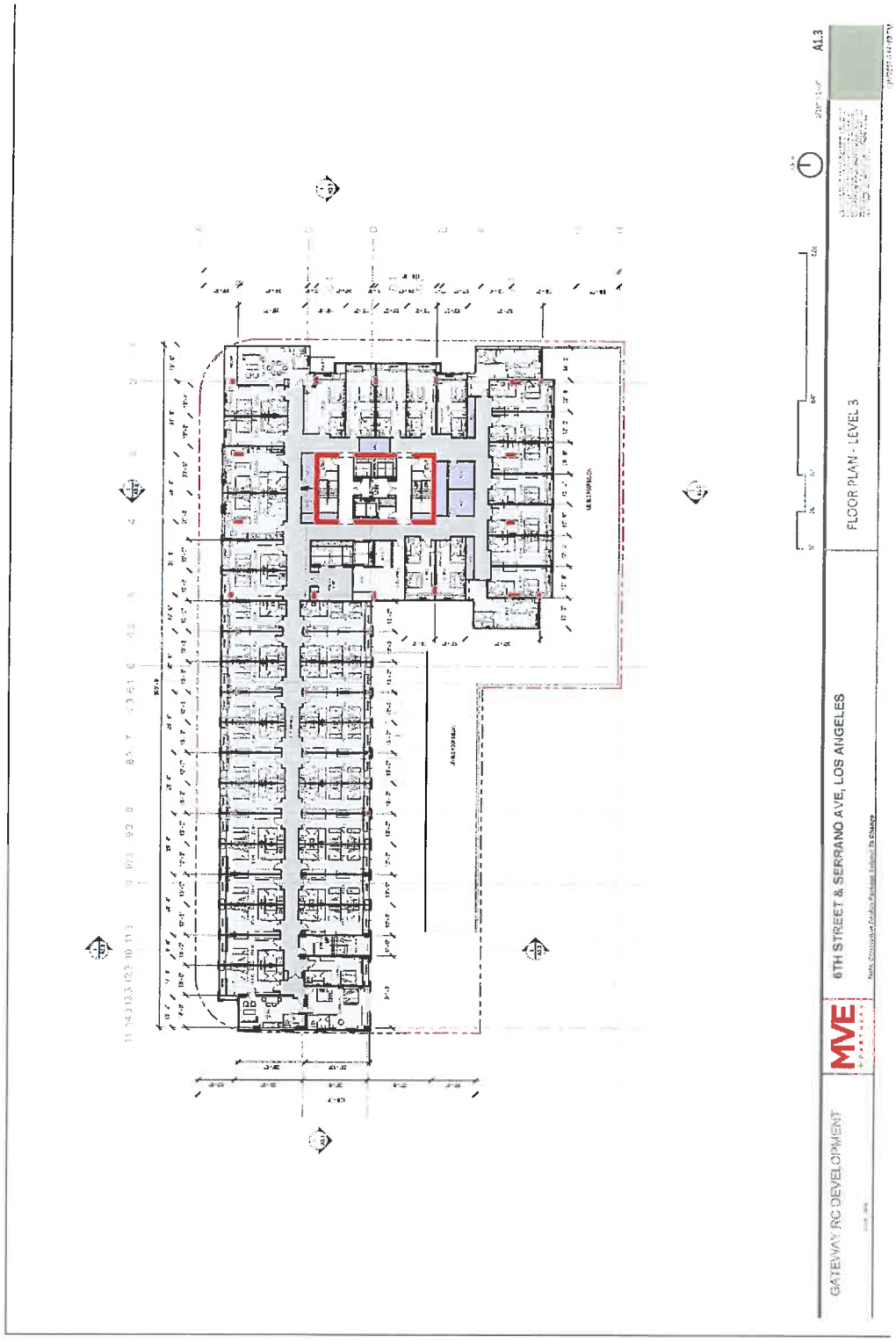


Figure A-11
Floor Plan-Levels 4 -6

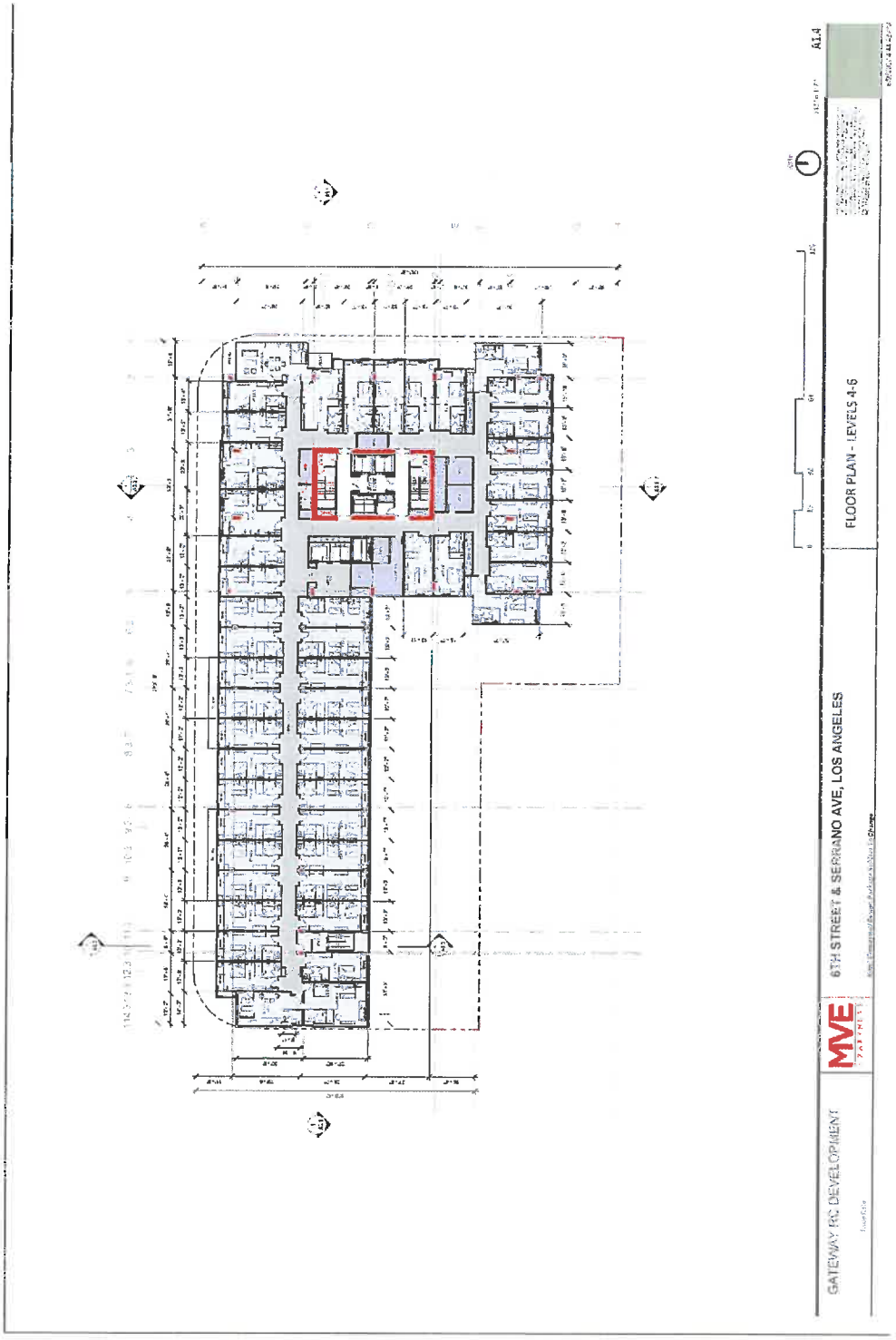


Figure A-12
Floor Plan-Level 7

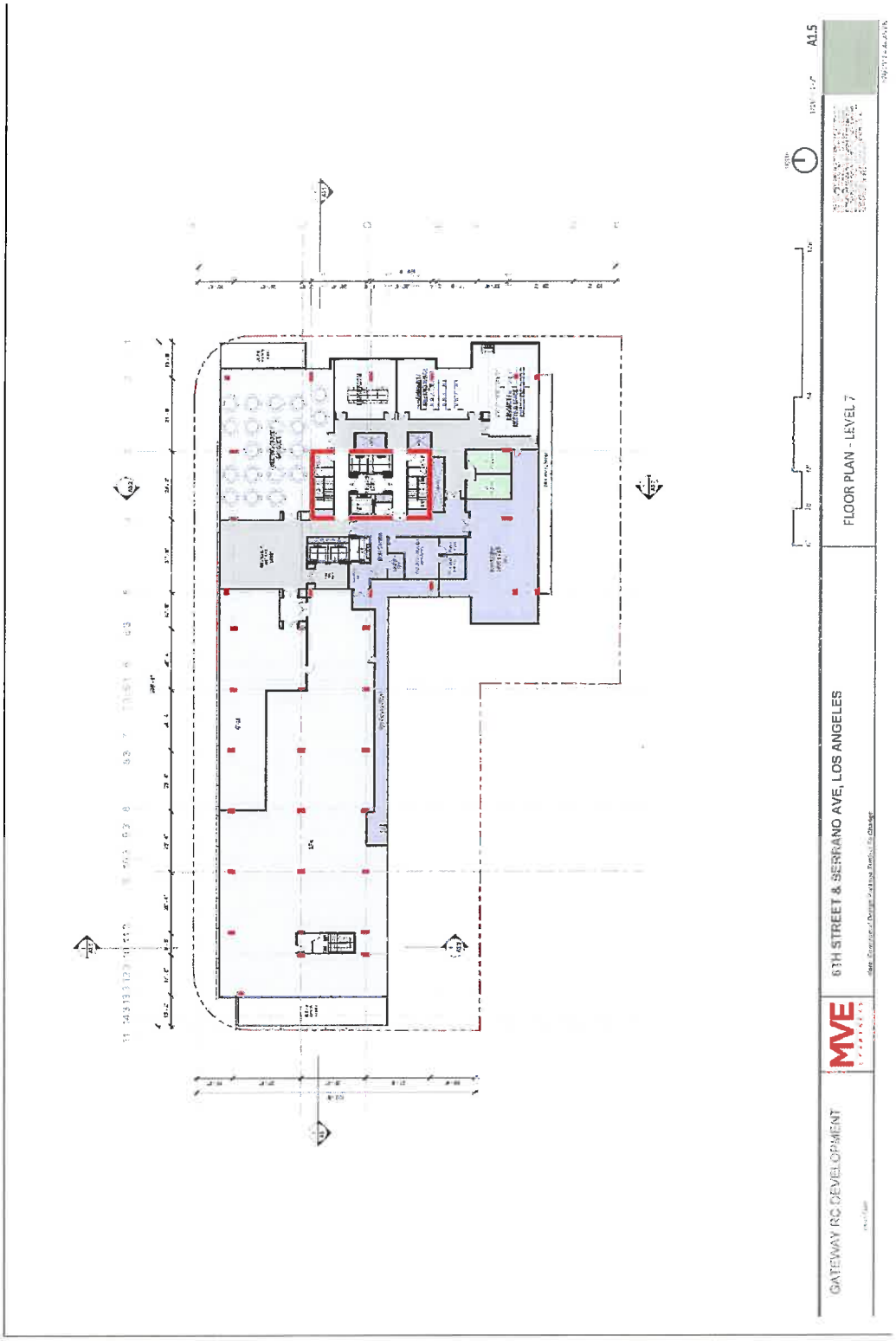


Figure A-13
Floor Plan-Level 8

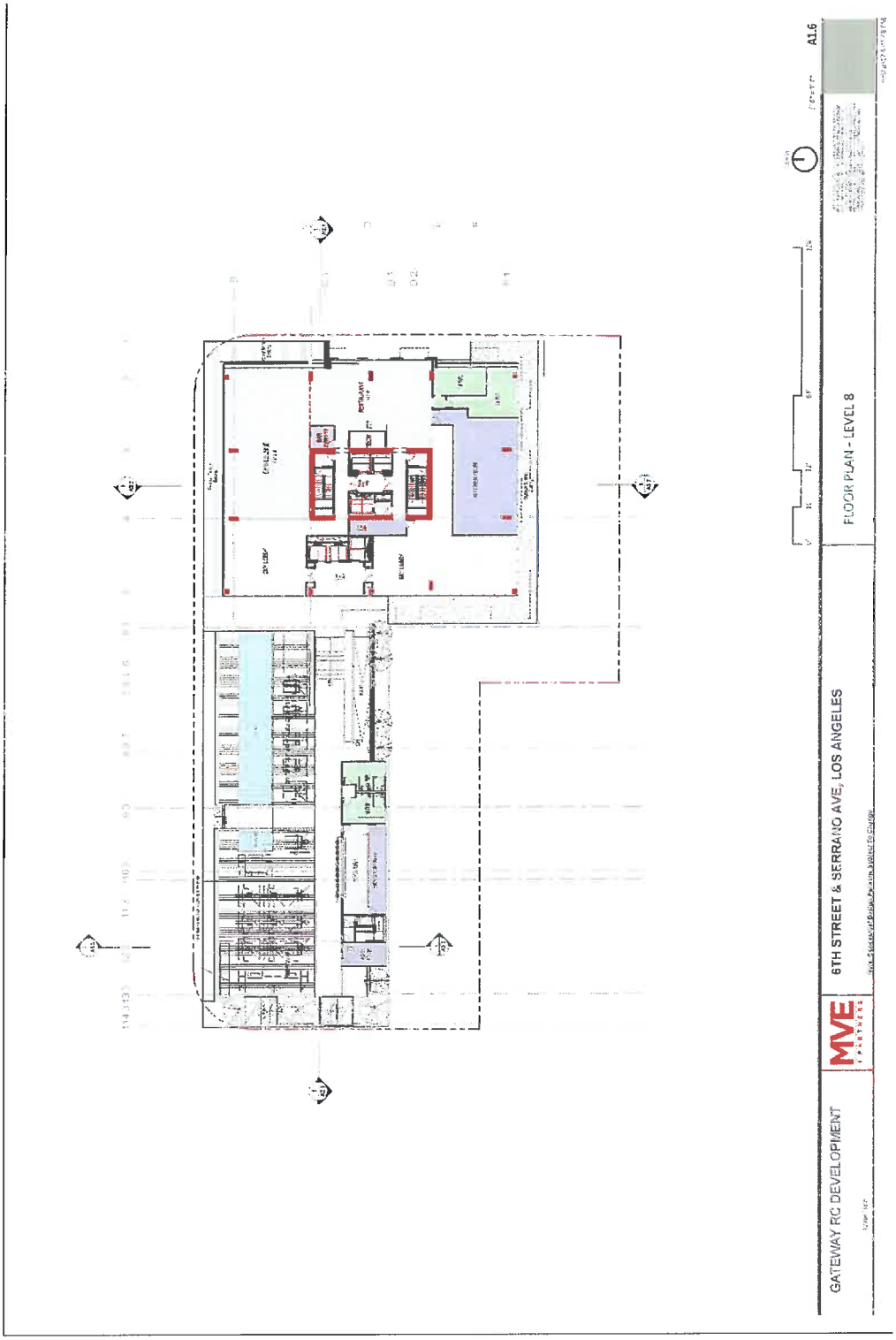


Figure A-14
Floor Plan-Level 9

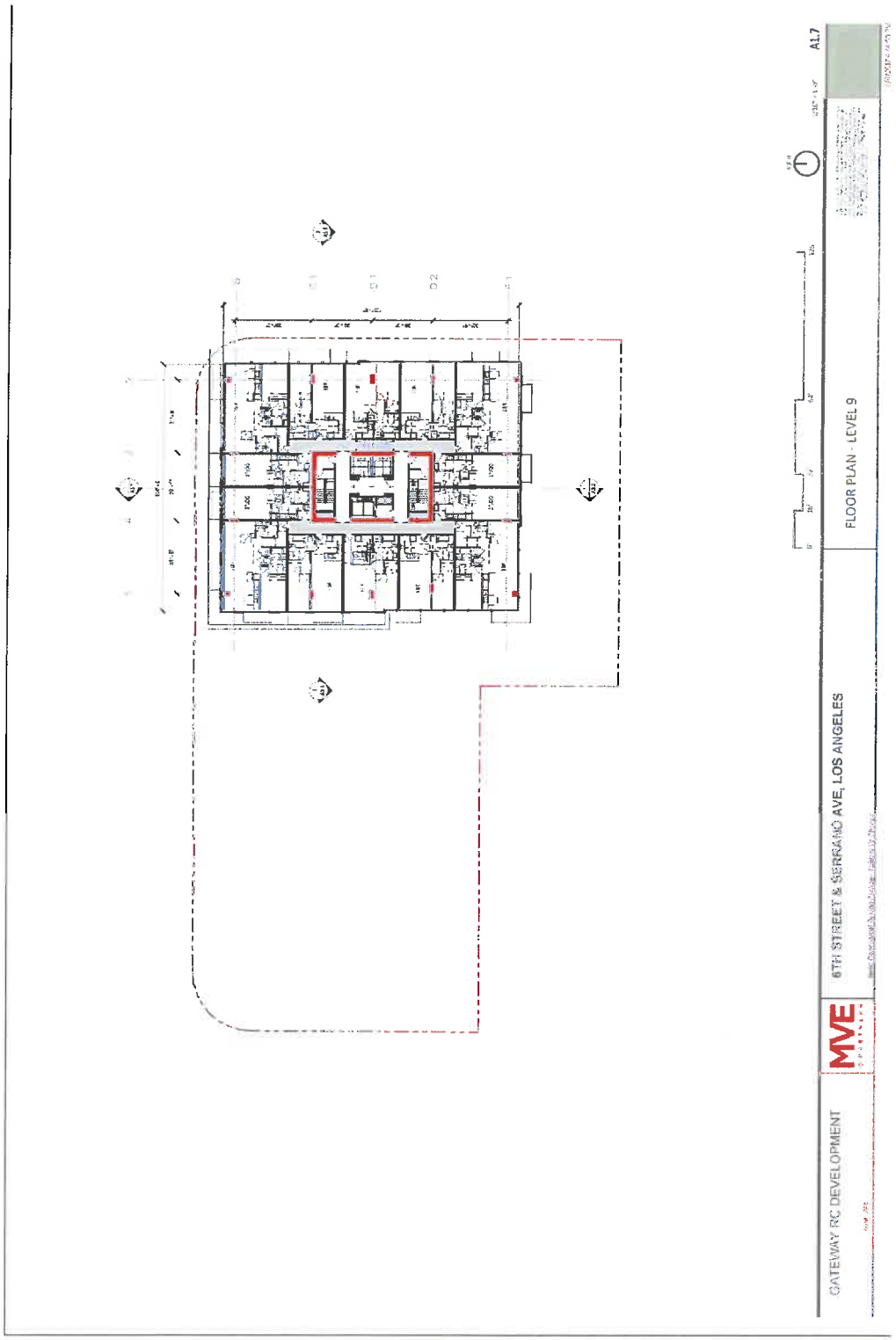


Figure A-15
Floor Plan-Levels 10 and 11

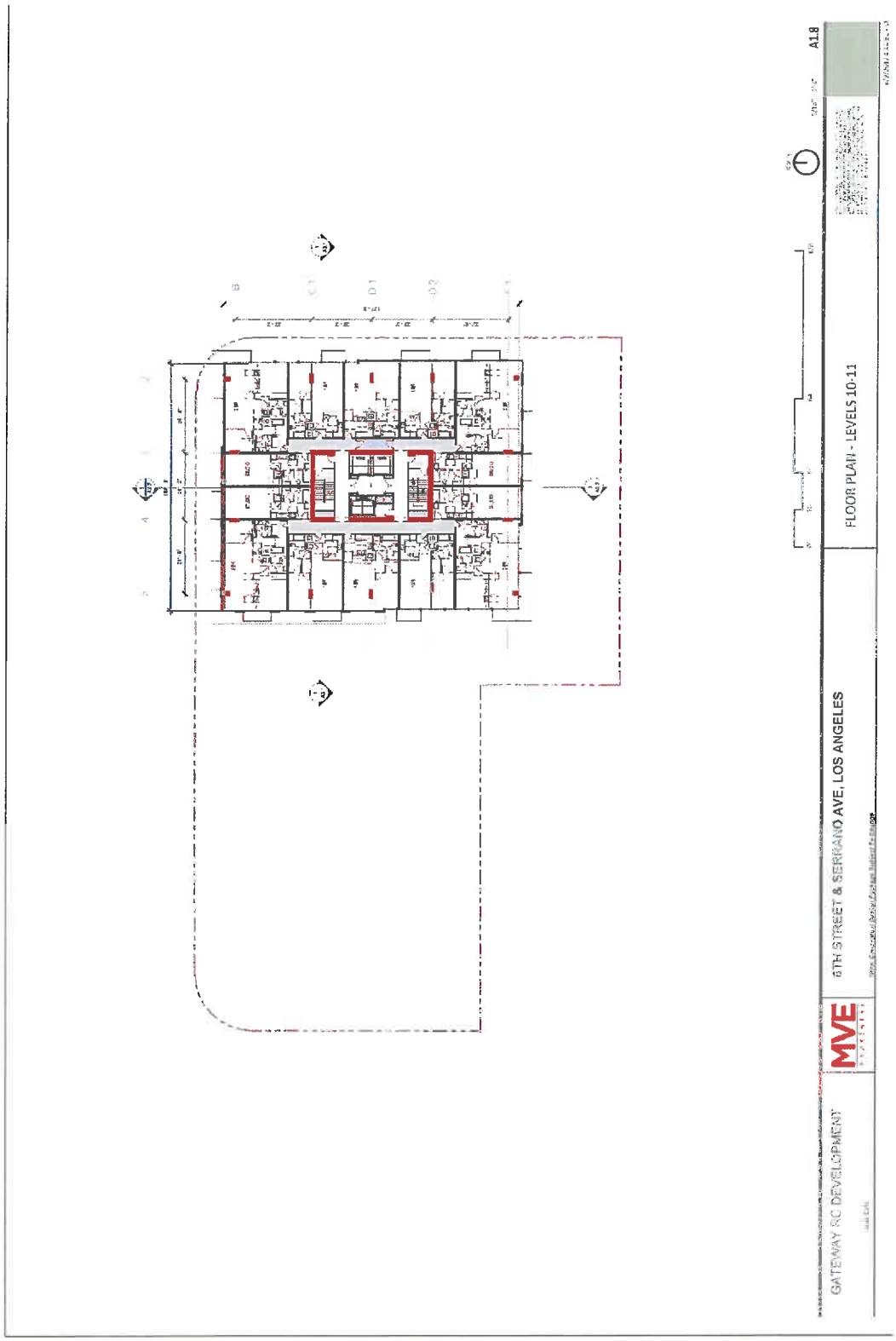


Figure A-16
Floor Plan-Level 12

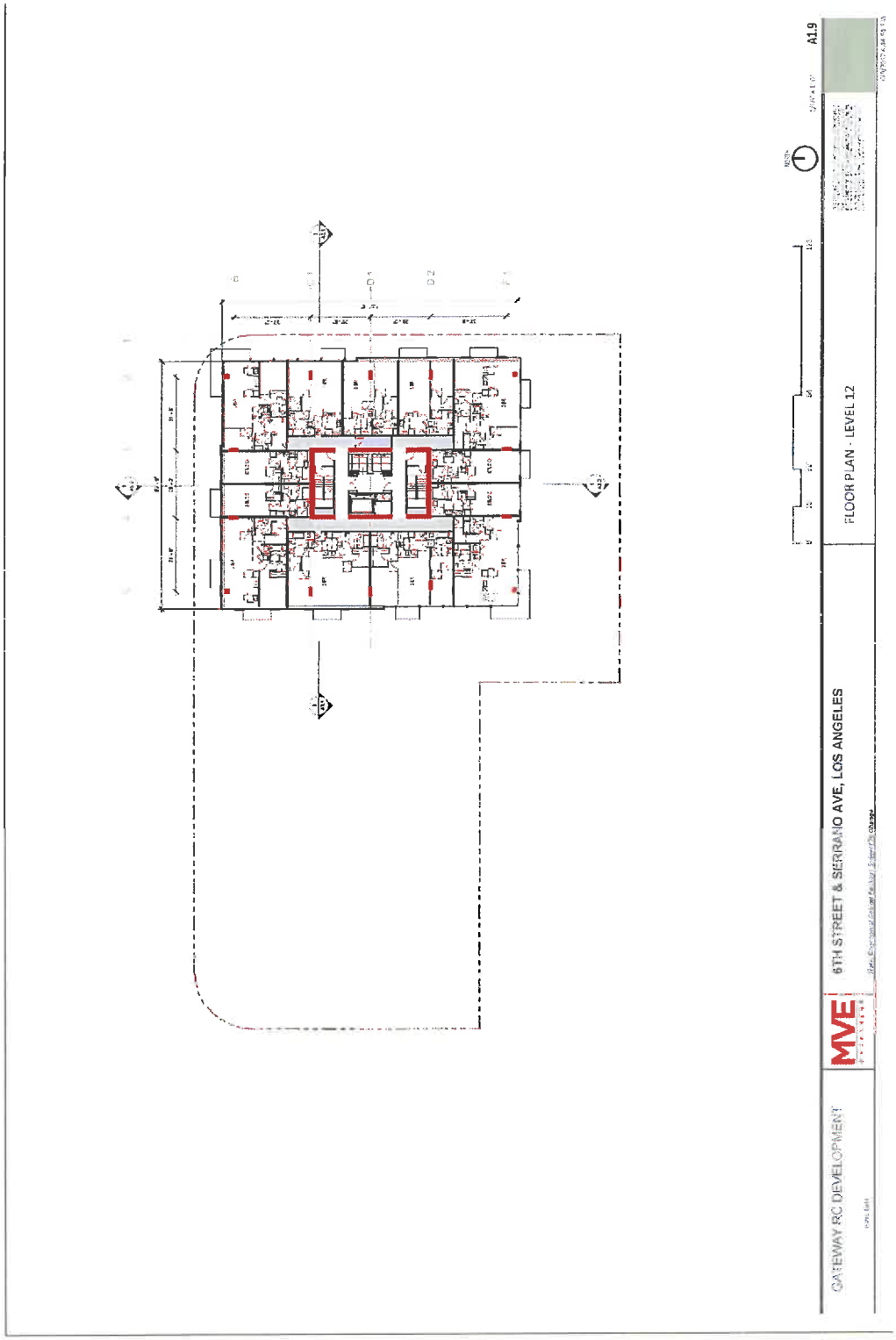


Figure A-17
Floor Plan-Level 13

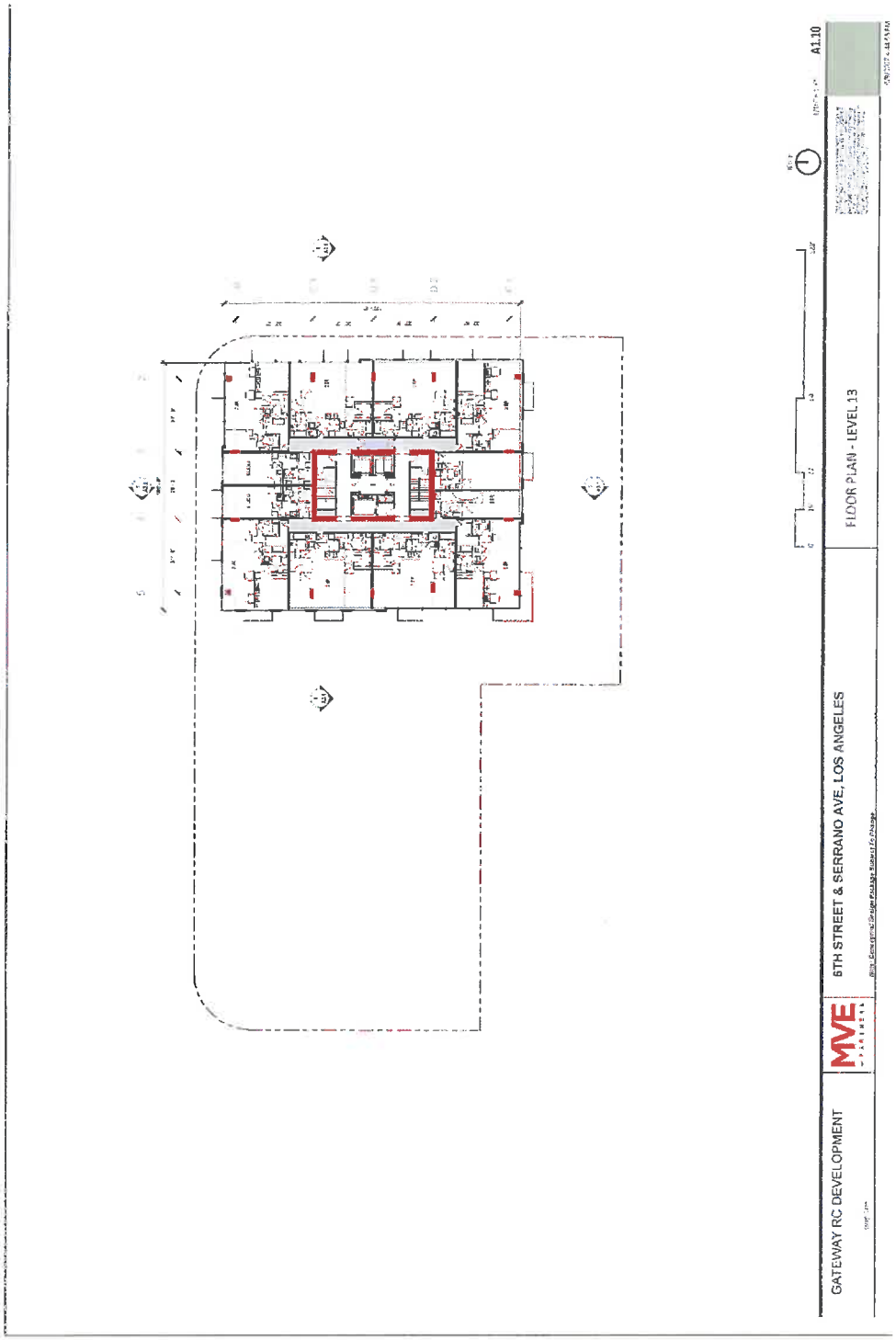


Figure A-18
Floor Plan-Levels 14 through 19

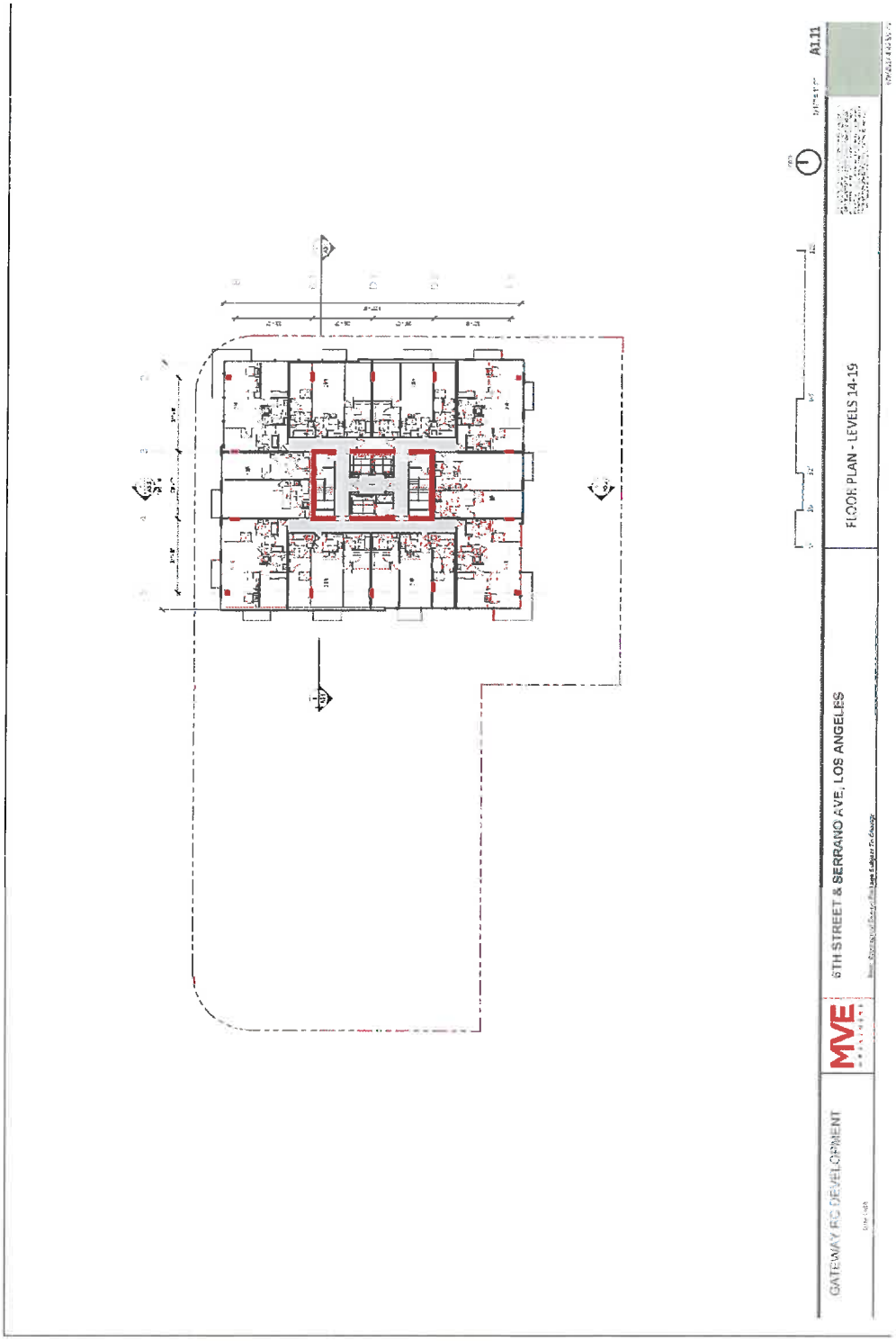


Figure A-19
Floor Plan-Level 20

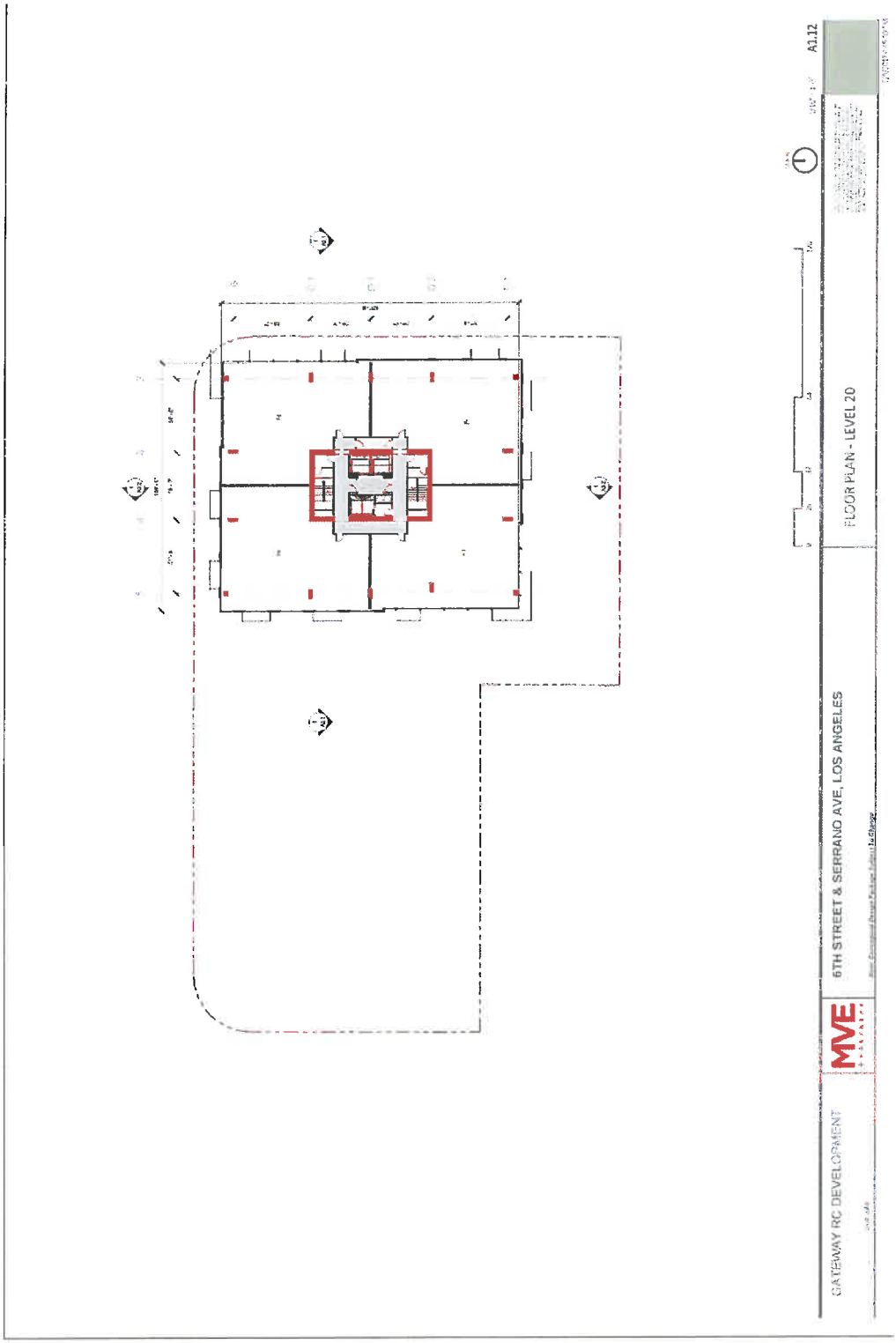


Figure A-20
Roof Plan

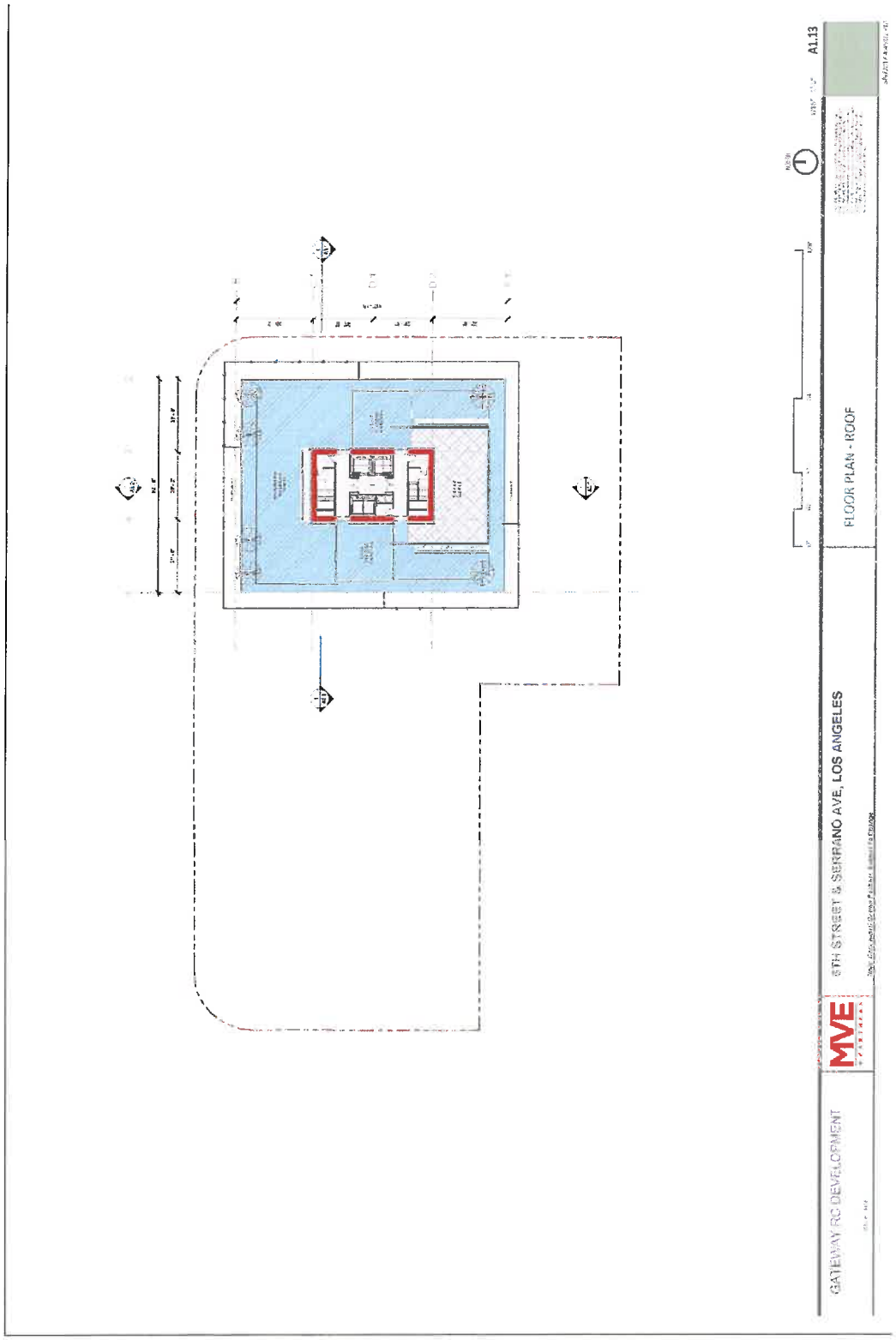


Figure A-21
Elevations-North

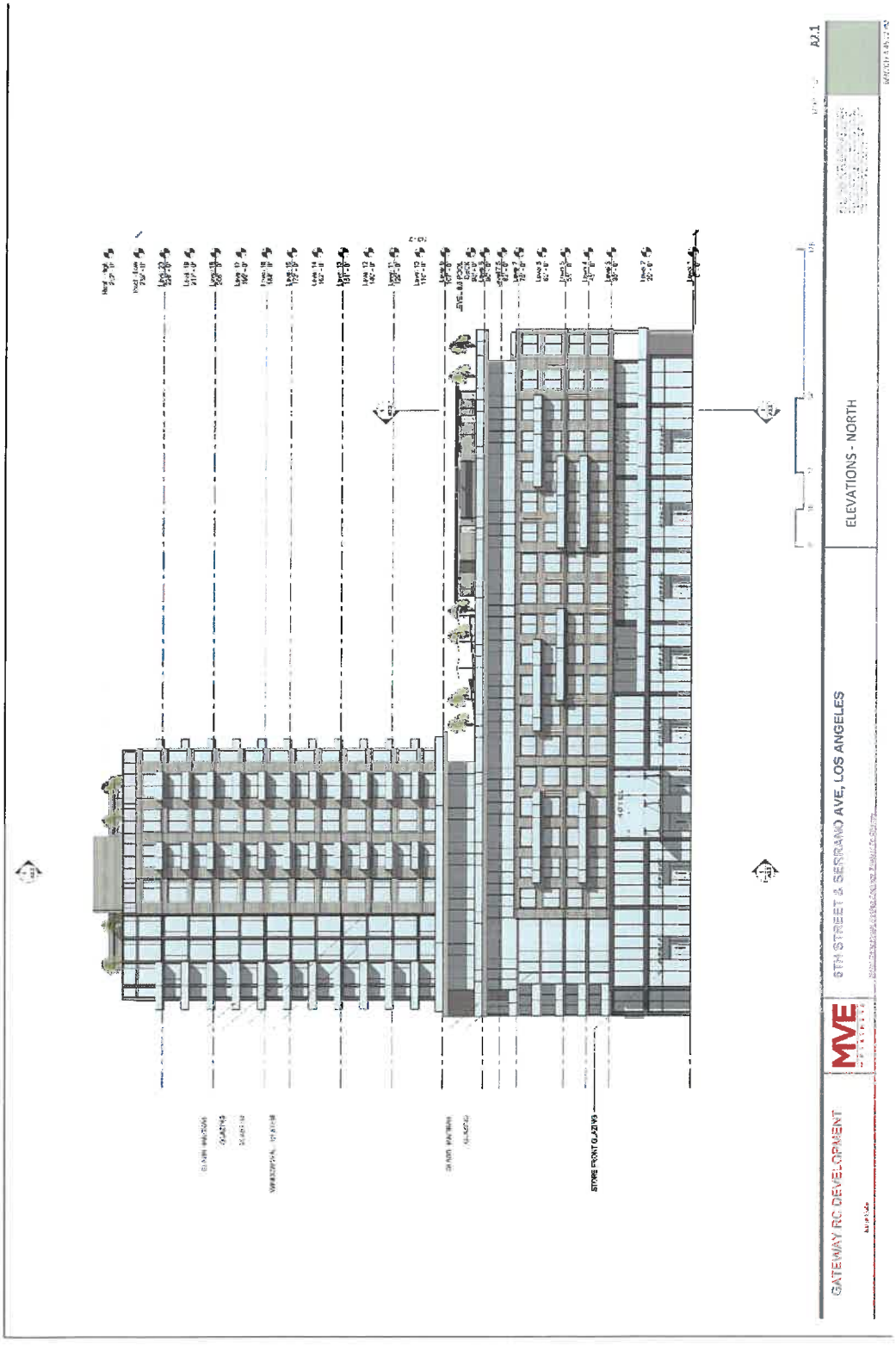


Figure A-22
Elevations-South

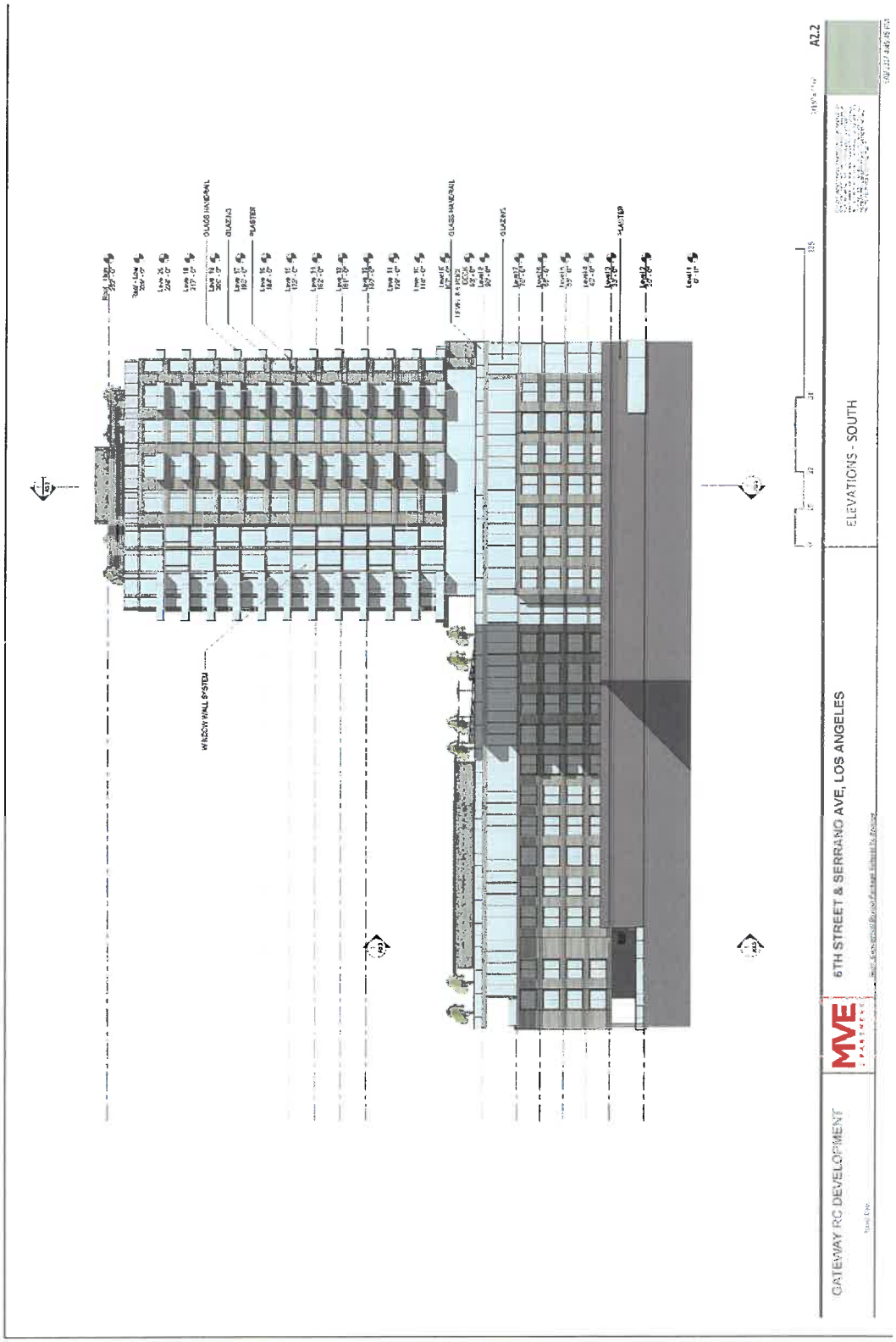


Figure A-23
Elevations-East and West

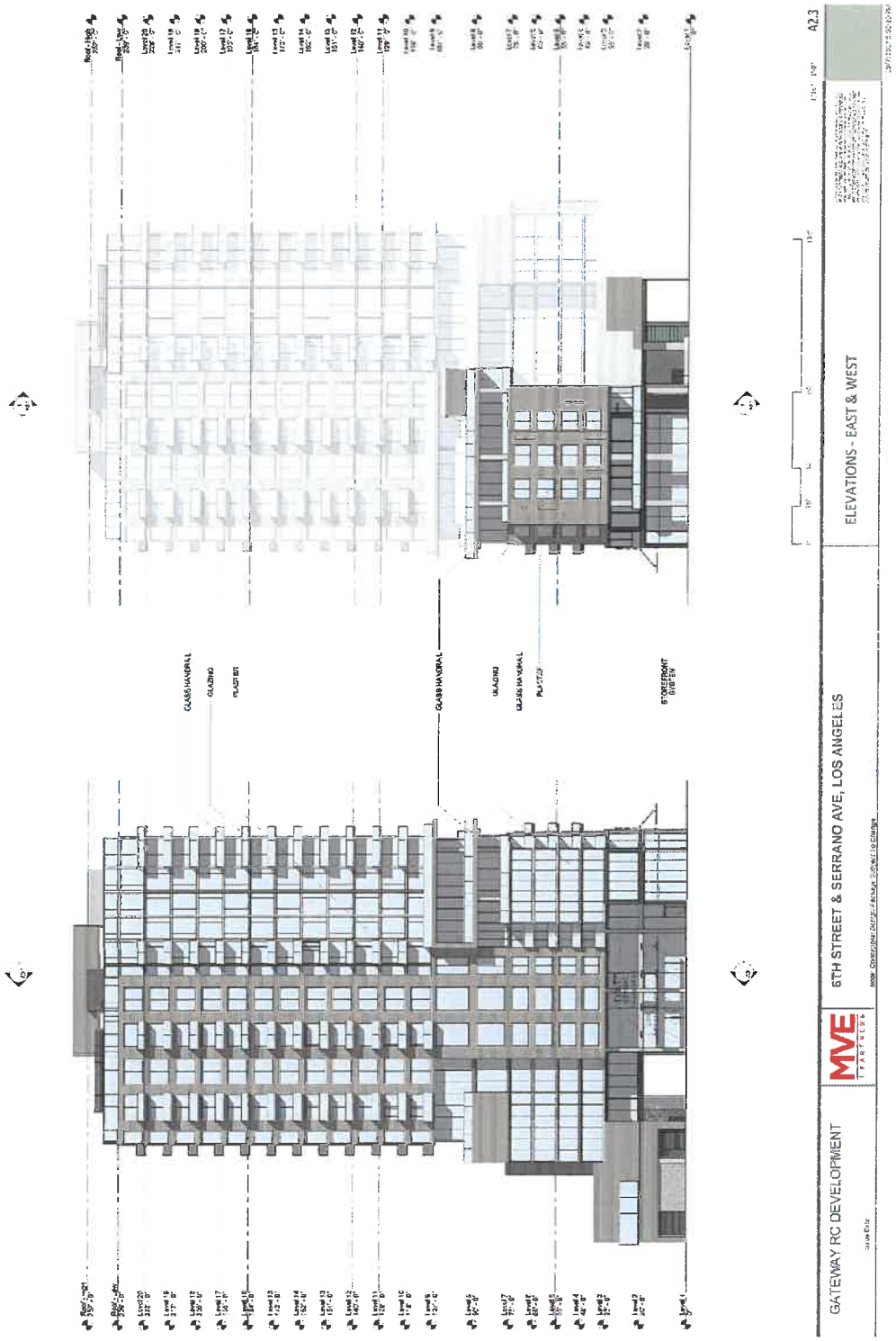


Figure A-24
Elevations-Section 1

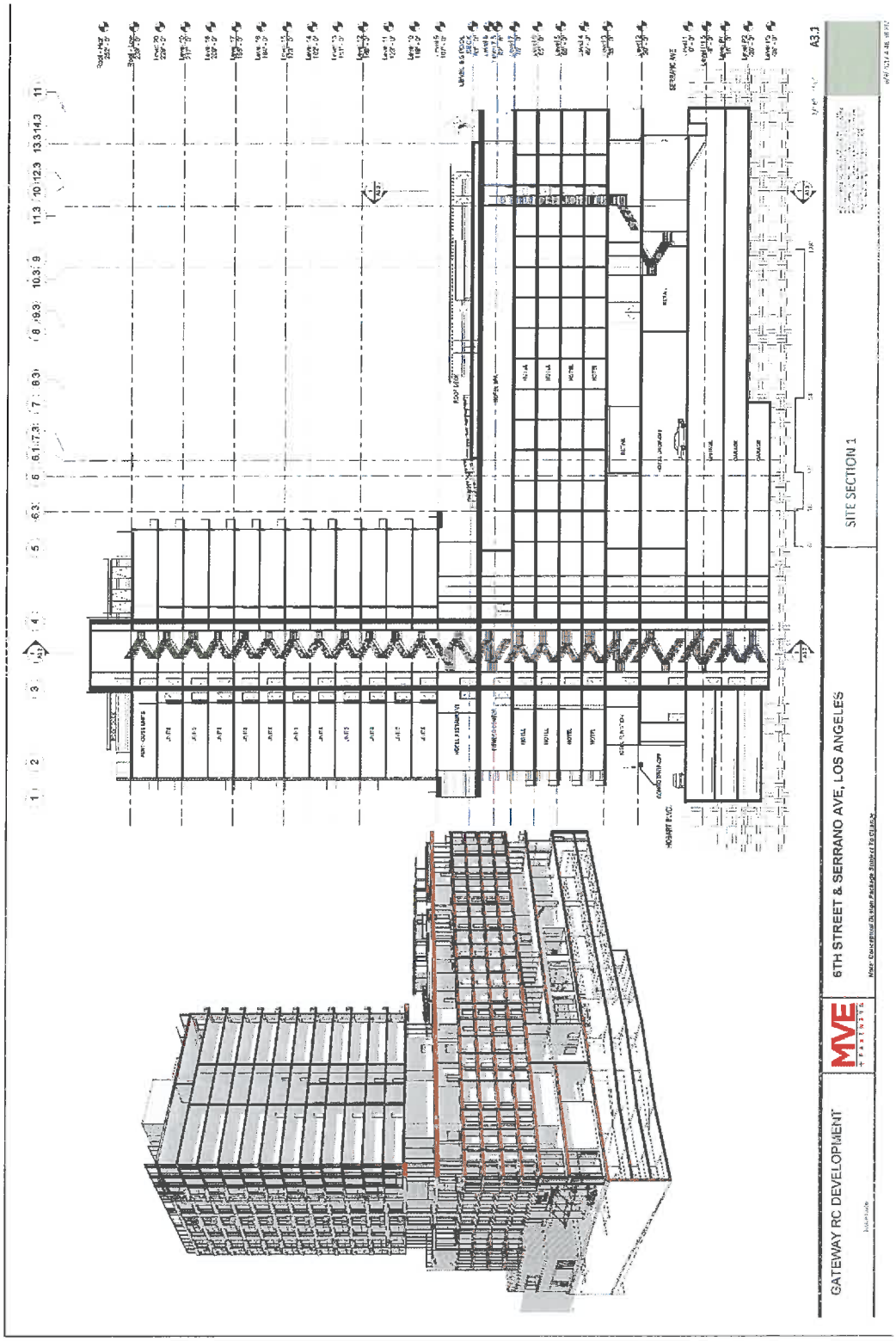


Figure A-25
Elevations-Section 2

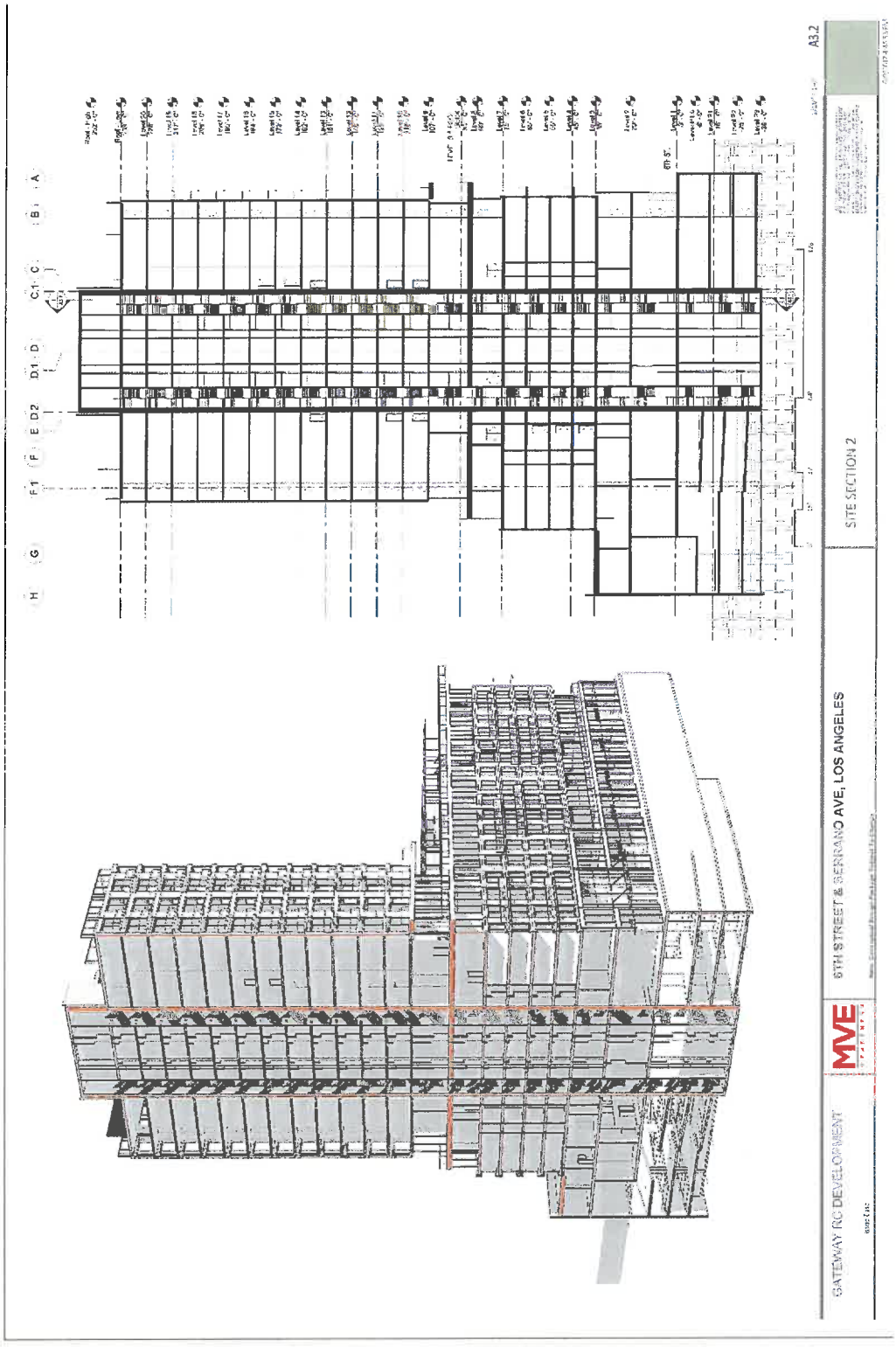


Figure A-26
Elevations-Section 3

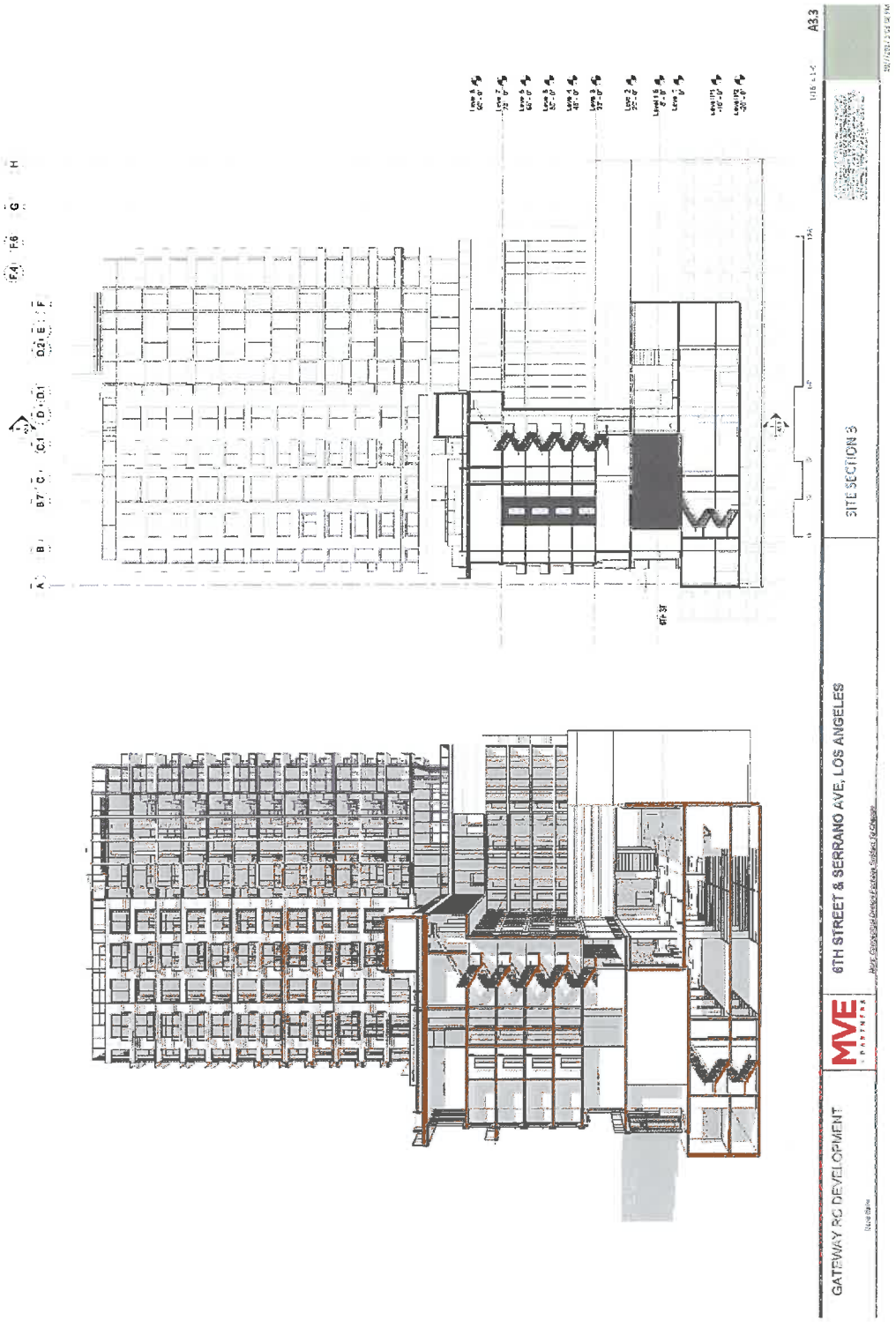


Figure A-27
Aerial View-1

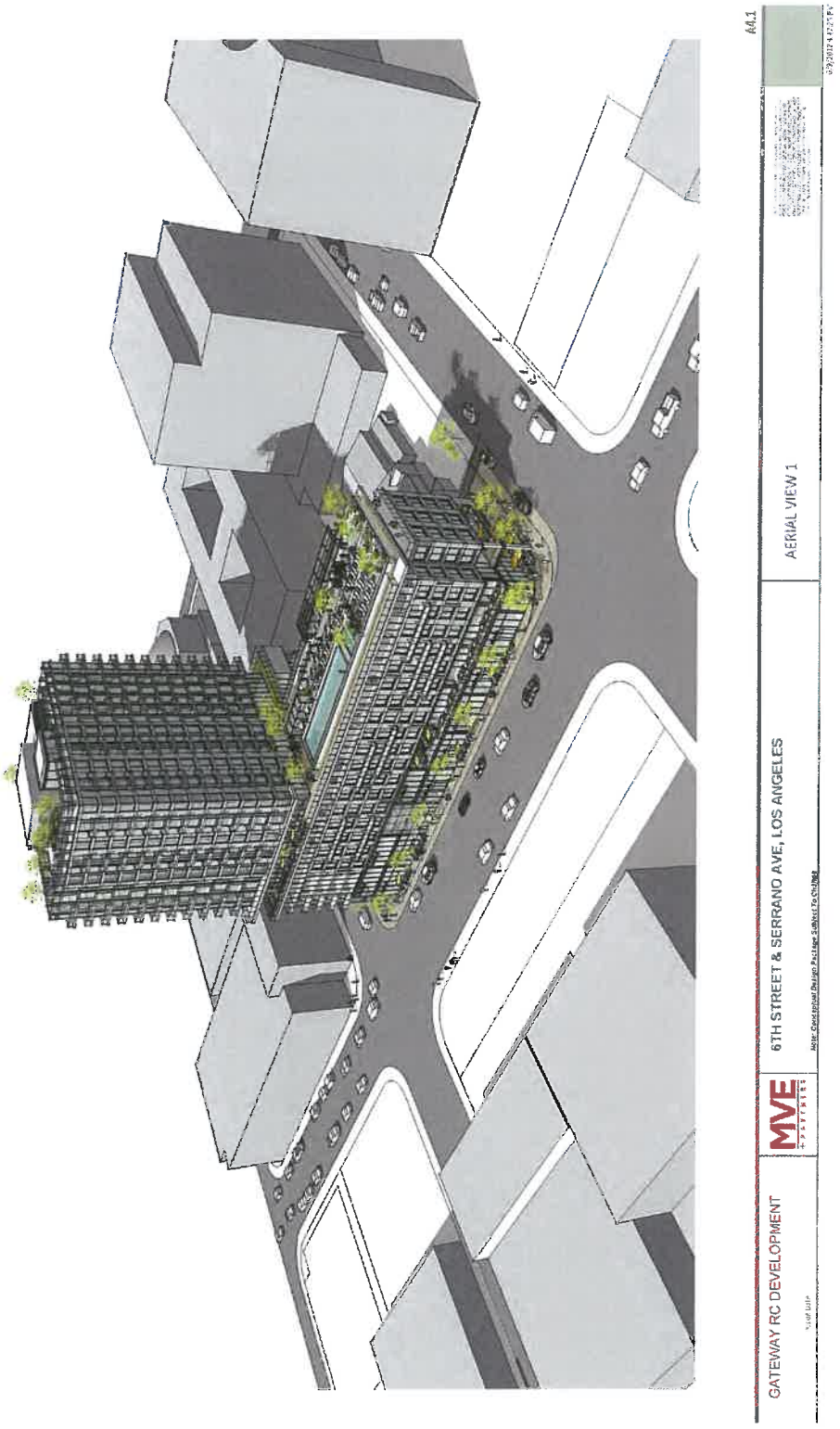


Figure A-28
Street View-1

Figure A-29
Street View-4

Table A-1 Project Summary

Site Area		
Total Gross Site Area	45,807 square feet (1.03 acres)	
Net Site Area After Dedications	43,601 square feet (1.001 acres)	
Proposed Allowable FAR 6:1	274,847 square feet (6.0 FAR)	
• Residential	159,195 square feet (3.48 FAR)	
• Commercial	166,599 square feet (3.64 FAR)	
Total Proposed FAR	325,794 square feet (7.11 FAR)	
Building Height	260 feet	
Total Building Area	325,794 square feet	
Proposed Development		
Dwelling Units	122 dwelling units	
Hotel Guest Rooms	192 Guest Rooms	
Commercial Space	15,200 square feet	
Required Parking (Including Code Allowed Reductions)		
Commercial Space: 15,200 square feet	18 spaces	
Hotel: 192 Guest Rooms	51 spaces	
Residential: 122 Units	167 spaces	
• Guest Spaces:	22 spaces	
Total Required Residential Spaces	**258 spaces**	
Proposed Parking		
Residential	195 spaces	
Commercial (Retail)/Hotel	71 spaces	
Total Proposed Spaces	**266 spaces**	
Open Space		
Total Open Space Required	14,300 square feet	
Total Open Space Provided	20,112 square feet	
Bicycle Parking	**Required**	**Provided**
Long-Term	140	140
Short-Term	31	31
Total Provided	**171 bicycle parking spaces**	
Trees		
Required (1 per 4 units)	30.5 trees	
Provided (1 per 4 units)	31 trees	

Source: MVE+Partners, October 6, 2017

1. Construction Schedule

It is anticipated that construction of the project would commence in the first quarter of 2018 and last approximately eighteen to twenty-four months. Assuming this construction time frame, the mixed-use development would be ready for occupancy in the first to second quarter of 2020.

E. NECESSARY APPROVALS

Approvals required for development of the project include, but are not limited to, the following:

- **Site Plan Review (SPR)** in accordance with Section 16.05 of the City Code for the construction of a mixed-use development with more than 50 dwelling units and hotel guest rooms, allowing for 122 residential condominium units and 192 hotel guest rooms.

- **Zone Administrator Adjustment (ZA)** to increase the floor area ratio from 6.0:1 to 7.11:1 (18.53%), and to permit a zero-foot side yard setback in lieu of 5-feet required for Lot 78 pursuant to Section 12.21.1.A of the LAMC where Section 12.28 authorizes.

- **Conditional Use (CU)** Conditional Use approval for development and operation of a hotel within 500 feet of an R zone pursuant to Section 12.24.W.24 (A) of the LAMC.

- **Conditional Use (CU)** for approval to permit the sale and dispensing for on and off-site sale and consumption of a full line of alcoholic beverages in conjunction with the hotel operation pursuant LAMC Section 12.24.W.1.

- **Vesting Tentative Tract Map (VTTM)** to merge and re-subdivide the property into multiple lots for commercial and residential condominium purposes pursuant to LAMC Section 17.15.

- Grading, foundation, and Building permits and such additional actions as may be determined necessary.

3.0 Initial Study Checklist

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK

ROOM 395, CITY HALL

LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY: City of Los Angeles		**COUNCIL DISTRICT:** CD 10 – HERB J. WESSON, JR.
PROJECT TITLE: ENV-2017-258-MND	**CASE NO:** ZA-2017-259-CU-CUB-ZAA-SPR & VTT-77149-CN	**RELATED CASE NOS.** N/A

PROJECT LOCATION: 3800 W. 6th Street (SEC 6th Street/Serrano Ave to the SWC 6th Street/Hobart Boulevard)

PROJECT DESCRIPTION:

The Project Applicant proposes to construct "3800 W. 6th Street Mixed-Use Development"- a twenty (20) story, 260 feet high mixed-use development with 325,794 square feet of building area on a gross lot area of 45,807 square feet (1.03 acres) in the Wilshire Community Plan area of the City of Los Angeles, CA. The project site consists of five (5) contiguous lots (APN 5503-028-007, 008, 009, and 010) situated on the south side of 6th Street on the southeast corner of Serrano Avenue and continuing to the southwest corner of 6th Street and Hobart Boulevard. The site is currently developed with 6,300 square feet of commercial space, a 107-student day care center and surface parking lot with approximately 36 spaces all to be demolished. The proposed project will house 122 residential condominium units, 192 hotel guest rooms, and 15,200 square feet of ground and second floor commercial space. The first and second floors will contain the commercial retail spaces while the hotel operation will be provided on the 3rd through 8th floors, and the residential condominiums will occupy the 9th through 20th floors. Parking for this project has been provided in accordance with the City Code provisions for a mixed-use development and has a total of 266 on-site parking stalls. Additionally, the Project will provide 171 bicycle parking spaces (including 140 long-term and 31 short-term spaces).

The Project is requesting entitlements for a Site Plan Review for approval of a development that creates an increase of 50 or more dwelling units and guest rooms pursuant to LAMC Section 16.05; a Conditional Use approval for development and operation of a hotel within 500 feet of an R zone pursuant to Section 12.24.W.24 (A) of the LAMC; A Conditional Use approval to permit the sale and dispensing for on and off-site sale and consumption of a full line of alcoholic beverages in conjunction with the 151,399 square foot hotel operation pursuant to LAMC Section 12.24.W1; a Zoning Administrator's Adjustment to increase the floor area ratio from 6.0:1 to 7.11:1 (18.53%), and to permit a zero-foot side yard setback in lieu of 5-feet required for Lot 78 pursuant to Section 12.21.1.A of the LAMC where Section 12.28 authorizes relief; and a Vesting Tentative Tract Map to merge and re-subdivide the Property into multiple lots for commercial and residential condominium purposes pursuant to LAMC Section 17.15.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY

3800 West Sixth Street, LLC
3800 W. 6th Street
Los Angeles, CA 90020
213. 908. 5634

FINDING:

The City Planning Department of the City of Los Angeles has proposed that a mitigated negative declaration be adopted for this project because the mitigation measures outlined on the attached pages will reduce any potential significant adverse effects to a level of insignificance.

(CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.		
Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.		
THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.		
NAME OF PERSON PREPARING THIS FORM Oliver Netburn	**TITLE** City Planner	
ADDRESS 200 North Spring Street Los Angeles, California 90012	**SIGNATURE (Official)** **TITLE** City Planner	**DATE** 3/15/2018

3800 W. 6th Street

MITIGATION MEASURES

NOISE

NOISE-1 Increased Noise Levels (Demolition, Grading, and Construction Activities)

- The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

NOISE-2 Increased Noise Levels (Parking Structure Ramps)

Environmental impacts may result from project implementation due to noise from cars using the parking ramp. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- Concrete, not metal, shall be used for construction of parking ramps.
- The interior ramps shall be textured to prevent tire squeal at turning areas.
- Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

NOISE-3 Increased Noise Levels (Mixed-Use Development)

Environmental impacts to proposed on-site residential uses from noises generated by proposed on-site commercial uses may result from project implementation. However, the potential impact will be mitigated to a less than significant level by the following measure:

- Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

NOISE-4 Severe Noise Levels (Residential Fronting on Major or Secondary Highway, or adjacent to a Freeway)

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

PUBLIC SERVICES

PS-1 Public Services (Fire)

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

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

PS-2 Public Services (Police – Demolition/Construction Sites)

- Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

PS-3 Public Services (Construction Activity Near Schools)

Environmental impacts may result from project implementation due to the close proximity of the project to a school. However, the potential impact will be mitigated to a less than significant level by the following measures:

- The developer and contractors shall maintain ongoing contact with administrator of Robert F. Kennedy Community Schools. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.

- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.

PS-4 Public Services (Schools affected by Haul Route)

- LADBS shall assign specific haul route hours of operation based upon The Robert F. Kennedy Community Schools hours of operation.
- Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus.

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK

ROOM 395, CITY HALL

LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY

and CHECKLIST

(CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles, Planning Department	**COUNCIL DISTRICT:** CD 10 – HERB J. WESSON, JR.	**DATE:**
RESPONSIBLE AGENCIES:		
ENVIRONMENTAL CASE: ENV-2017-258-MND	**RELATED CASES:** ZA-2017-259-CU-CUB-ZAA-SPR & VTT-77149-CN	
PREVIOUS ACTIONS CASE NO.:	☐ Does have significant changes from previous actions. ☐ Does NOT have significant changes from previous actions.	

PROJECT DESCRIPTION:

Proposed new 20-story (260-feet) mixed-use development with 122 residential condominium units, 192 hotel guest rooms and 15,200 square feet of retail commercial space. The proposed development also includes 266 on-site parking spaces, and 171 bicycle parking spaces.

ENV PROJECT DESCRIPTION:

The Project Applicant proposes to construct "3800 W. 6th Street Mixed-Use Development"- a twenty (20) story, 260 feet high mixed-use development with 325,794 square feet of building area on a gross lot area of 45,807 square feet (1.03 acres) in the Wilshire Community Plan area of the City of Los Angeles, CA. The project site consists of five (5) contiguous lots (APN 5503-028-007, 008, 009, and 010) situated on the south side of 6th Street on the southeast corner of Serrano Avenue and continuing to the southwest corner of 6th Street and Hobart Boulevard. The proposed project will house 122 residential condominium units, 192 hotel guest rooms, and 15,200 square feet of ground and second floor commercial space. The first and second floors will contain the commercial retail spaces while the hotel operation will be provided on the 3rd through 8th floors, and the residential condominiums will occupy the 9th through 20th floors. Parking for this project has been provided in accordance with the City Code provisions for a mixed-use development and has a total of 266 on-site parking stalls. Additionally, the Project will provide 171 bicycle parking spaces (including 140 long-term and 31 short-term spaces).

The Project is requesting entitlements for a Site Plan Review for approval of a development that creates an increase of 50 or more dwelling units and guest rooms pursuant to LAMC Section 16.05; a Conditional Use approval for development and operation of a hotel within 500 feet of an R zone pursuant to Section 12.24.W.24 (A) of the LAMC; A Conditional Use approval to permit the sale and dispensing for on and off-site sale and consumption of a full line of alcoholic beverages in conjunction with the 151,399 square foot hotel operation pursuant to LAMC Section 12.24.W1; a Zoning Administrator's Adjustment to increase the floor area ratio from 6.0:1 to 7.11:1 (18.53%), and to permit a zero-foot side yard setback in lieu of 5-feet required for Lot 78 pursuant to Section 12.21.1.A of the LAMC where Section 12.28 authorizes relief; and a Vesting Tentative Tract Map to

merge and re-subdivide the Property into multiple lots for commercial and residential condominium purposes pursuant to LAMC Section 17.15.

ENVIRONMENTAL SETTINGS:

The property includes five (5) contiguous relatively flat, rectangular, corner and interior parcels on a westerly sloping topography with a combined area of 45,807 square feet (1.03 acres). There is approximately frontage of 290 feet along the south side of 6th street, 118 feet fronting Serrano Avenue, and 178 feet fronting Hobart Boulevard within the Los Angeles State Enterprise Zone. The existing zoning is C2-2 and R5-2 with a consistent underlying land use designation of Regional Center Commercial and is located within the Wilshire Community Plan, the Wilshire Center/Koreatown Redevelopment Project Area, and the Transit Priority Area in the City of Los Angeles. The site is currently developed with 6,300 square feet of commercial space, a 107-student day care center and surface parking lot with approximately 36 spaces all to be demolished.

6th Street is a designated Avenue II running east/west along the northern boundary of the project site. It generally provides two (2) travel lanes, with left-turn lanes at intersections, and on-street metered parking. Serrano Avenue is a designated Local Street running north/south adjacent to the western boundary of the project site. It provides one travel lane in each direction with metered parking on both sides of the street. Hobart Boulevard is also designated a Local Street adjacent to the eastern boundary of the project site. It provides one travel lane in each direction with metered parking on both sides of the street. The surrounding and adjoining properties are zoned C2-2 and R5-2.

PROJECT LOCATION:

3800 W. 6th Street (SEC 6th Street/Serrano Ave to the SWC 6th Street/Hobart Boulevard)

COMMUNITY PLAN AREA: Wilshire **STATUS:** ☒ Does Conform to Plan ☐ Does NOT Conform to Plan	**AREA PLANNING COMMISSION:** CENTRAL	**CERTIFIED NEIGHBORHOOD COUNCIL:** Wilshire Center-Koreatown
EXISTING ZONING: C2-2 and R5-2	**MAX DENSITY ZONING:** 229guest rms;229du	
GENERAL PLAN LAND USE: Regional Center Commercial	**MAX DENSITY PLAN:** 229guest rms;229/du	
	PROPOSED PROJECT DENSITY: 122 dwelling units; 192 guest rooms	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

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

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

	City Planner	(213) 978-1382
Signature	Title	Phone

Evaluation of Environmental Impacts:

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

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

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than

significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Potentially Significant Unless 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 Section XVII, "Earlier Analysis," 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 16063 (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 the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

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

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

9. The explanation of each issue should identify:

a. The significance criteria or threshold, if any, used to evaluate each question; and

b. The mitigation measure identified, if any, to reduce the impact to less than significant.

Environmental Factors Potentially Affected:

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

☐ AESTHETICS	☐ HAZARDS AND HAZARDOUS MATERIALS	☒ PUBLIC SERVICES
☐ AGRICULTURAL RESOURCES	☐ HYDROLOGY AND WATER QUALITY	☐ RECREATION
☐ AIR QUALITY	☐ LAND USE AND PLANNING	☐ TRANSPORTATION/CIRCULATION
☐ BIOLOGICAL RESOURCES	☐ MINERAL RESOURCES	☐ TRIBAL CULTURAL RESOURCES
☐ CULTURAL RESOURCES	☒ NOISE	☐ UTILITIES
☐ GEOLOGY AND SOILS	☐ POPULATION AND HOUSING	☐ MANDATORY FINDINGS OF SIGNIFICANCE

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

Background

PROPONENT NAME:

3800 West Sixth Street, LLC

PHONE NUMBER:

213. 908. 5634

APPLICANT ADDRESS:

3800 W. 6th Street

Los Angeles, CA 90020

AGENCY REQUIRING CHECKLIST:

Department of City Planning

DATE SUBMITTED:

11/30/2017

PROPOSAL NAME (if Applicable):

3800 W. 6th Street – Mixed-Use Development

		Potentially significant impact	Potentially Significant Unless mitigation incorporated	Less than significant impact	No impact
PLEASE NOTE THAT EACH AND EVERY RESPONSE IN THE CITY OF LOS ANGELES INITIAL STUDY AND CHECKLIST IS SUMMARIZED FROM AND BASED UPON THE ENVIRONMENTAL ANALYSIS CONTAINED IN ATTACHMENT B, EXPLANATION OF CHECKLIST DETERMINATIONS. PLEASE REFER TO THE APPLICABLE RESPONSE IN ATTACHMENT B FOR A DETAILED DISCUSSION OF CHECKLIST DETERMINATIONS.					
I. AESTHETICS					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?	☐	☐	☐	☒
b.	SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS WITHIN A STATE SCENIC HIGHWAY?	☐	☐	☐	☒
c.	SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?	☐	☐	☒	☐
d.	CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?	☐	☐	☒	☐
II. AGRICULTURAL RESOURCES					
a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?	☐	☐	☐	☒
b.	CONFLICT WITH THE 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 1220(g)), TIMBERLAND (AS DEFINED BY PUBLIC RESOURCES CODE SECTION 4526), OR TIMBERLAND ZONED TIMBERLAND PRODUCTION (AS DEFINED BY GOVERNMENT CODE SECTION 51104(g))?	☐	☐	☐	☒
d.	RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE?	☐	☐	☐	☒
e.	INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE OR CONVERSION OF FOREST LAND TO NON-FOREST USE?	☐	☐	☐	☒
III. AIR QUALITY					
a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE APPLICABLE AIR QUALITY PLAN?	☐	☐	☒	☐
b.	VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?	☐	☐	☒	☐
c.	RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD (INCLUDING RELEASING EMISSIONS WHICH EXCEED QUANITITATIVE THRESHOLDS FOR OZONE PRECURSORS?	☐	☐	☒	☐
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?	☐	☐	☒	☐
e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?	☐	☐	☒	☐

		Potentially significant impact	Potentially Significant Unless mitigation incorporated	Less than significant impact	No impact
IV. BIOLOGICAL RESOURCES					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE?	☐	☐	☒	☐
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE.	☐	☐	☐	☒
c.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?	☐	☐	☐	☒
d.	INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?	☐	☐	☐	☒
e.	CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS TREE PRESERVATION POLICY OR ORDINANCE (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?	☐	☐	☐	☒
f.	CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?	☐	☐	☐	☒
V. CULTURAL RESOURCES					
a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN § 15064.5?	☐	☐	☒	☐
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO § 15064.5?	☐	☐	☒	☐
c.	DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?	☐	☐	☒	☐
d.	DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?	☐	☐	☒	☐
VI. GEOLOGY AND SOILS					
a.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING: RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.	☐	☐	☒	☐
b.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING: STRONG SEISMIC GROUND SHAKING?	☐	☐	☒	☐

		Potentially significant impact	Potentially Significant Unless mitigation incorporated	Less than significant impact	No impact
c.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING: SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?	☐	☐	☒	☐
d.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING: LANDSLIDES?	☐	☐	☒	☐
e.	RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?	☐	☐	☒	☐
f.	BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIAL RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE?	☐	☐	☒	☐
g.	BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?	☐	☐	☒	☐
h.	HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER?	☐	☐	☐	☒
VII. GREEN HOUSE GAS EMISSIONS					
a.	GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?	☐	☐	☒	☐
b.	CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES?	☐	☐	☒	☐
VIII. HAZARDS AND HAZARDOUS MATERIALS					
a.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS?	☐	☐	☒	☐
b.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?	☐	☐	☒	☐
c.	EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?	☐	☐	☒	☐
d.	BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?	☐	☐	☒	☐
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?	☐	☐	☐	☒
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR THE PEOPLE RESIDING OR WORKING IN THE AREA?	☐	☐	☐	☒

		Potentially significant impact	Potentially Significant Unless mitigation incorporated	Less than significant impact	No impact
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?	☐	☐	☒	☐
h.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?	☐	☐	☐	☒
IX. HYDROLOGY AND WATER QUALITY					
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?	☐	☐	☒	☐
b.	SUBSTANTIALLY DEPLETE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED?	☐	☐	☒	☐
c.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?	☐	☐	☒	☐
d.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN A MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF-SITE?	☐	☐	☒	☐
e.	CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?	☐	☐	☒	☐
f.	OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?	☐	☐	☒	☐
g.	PLACE HOUSING WITHIN A 100-YEAR FLOOD PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?	☐	☐	☒	☐
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?	☐	☐	☒	☐
i.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?	☐	☐	☐	☒
j.	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?	☐	☐	☐	☒
X. LAND USE AND PLANNING					
a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?	☐	☐	☐	☒
b.	CONFLICT WITH APPLICABLE LAND USE PLAN, POLICY OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?	☐	☐	☒	☐

		Potentially significant impact	Potentially Significant Unless mitigation incorporated	Less than significant impact	No impact
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?	☐	☐	☐	☒
XI. MINERAL RESOURCES					
a.	RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?	☐	☐	☐	☒
b.	RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN, OR OTHER LAND USE PLAN?	☐	☐	☐	☒
XII. NOISE					
a.	EXPOSURE OF PERSONS TO OR GENERATION OF NOISE LEVELS IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?	☐	☒	☐	☐
b.	EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?	☐	☐	☒	☐
c.	A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	☐	☐	☒	☐
d.	A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	☐	☒	☐	☐
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?	☐	☐	☐	☒
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?	☐	☐	☐	☒
XIII. POPULATION AND HOUSING					
a.	INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?	☐	☐	☒	☐
b.	DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	☐	☐	☐	☒
c.	DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	☐	☐	☐	☒
XIV. PUBLIC SERVICES					
a.	WOULD THE PROJECT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, NEED FOR NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES FOR ANY OF THE PUBLIC SERVICES: FIRE PROTECTION?	☐	☒	☐	☐

		Potentially significant impact	Potentially Significant Unless mitigation incorporated	Less than significant impact	No impact
b.	WOULD THE PROJECT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, NEED FOR NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES FOR ANY OF THE PUBLIC SERVICES: POLICE PROTECTION?	☐	☒	☐	☐
c.	WOULD THE PROJECT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, NEED FOR NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES FOR ANY OF THE PUBLIC SERVICES: SCHOOLS?	☐	☒	☐	☐
d.	WOULD THE PROJECT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, NEED FOR NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES FOR ANY OF THE PUBLIC SERVICES: PARKS?	☐	☐	☐	☒
e.	WOULD THE PROJECT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, NEED FOR NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES FOR ANY OF THE PUBLIC SERVICES: OTHER PUBLIC FACILITIES?	☐	☐	☐	☒
XV. RECREATION					
a.	WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?	☐	☐	☐	☒
b.	DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?	☐	☐	☐	☒
XVI. TRANSPORTATION/TRAFFIC					
a.	CONFLICT WITH AN APPLICABLE PLAN, ORDINANCE OR POLICY ESTABLISHING MEASURES OF EFFECTIVENESS FOR THE PERFORMANCE OF THE CIRCULATION SYSTEM, TAKING INTO ACCOUNT ALL MODES OF TRANSPORTATION INCLUDING MASS TRANSIT AND NON-MOTORIZED TRAVEL AND RELEVANT COMPONENTS OF THE CIRCULATION SYSTEM, INCLUSING BUT NOT LIMITED TO INTERSECTIONS, STREETS, HIGHWAYS AND FREEWAYS, PEDESTRIAN AND BICYCLE PATHS, AND MASS TRANSIT?	☐	☐	☒	☐

		Potentially significant impact	Potentially Significant Unless mitigation incorporated	Less than significant impact	No impact
b.	CONFLICT WITH AN APPLICABLE CONGESTION MANAGEMENT PROGRAM, INCLUDING, BUT NOT LIMITED TO, LEVEL OF SERVICE STANDARDS AND TRAVEL DEMAND MEASURES, OR OTHER STANDARDS ESTABLISHED BY THE COUNTY CONGESTION MANAGEMENT AGENCY FOR DESIGNATED ROADS OR HIGHWAYS?	☐	☐	☒	☐
c.	RESULT IN A CHANGE IN AIR TRAFFIC PATTERNS, INCLUDING EITHER AN INCREASE IN TRAFFIC LEVELS OR A CHANGE IN LOCATION THAT RESULTS IN SUBSTANTIAL SAFETY RISKS?	☐	☐	☐	☒
d.	SUBSTANTIALLY INCREASE HAZARDS DUE TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?	☐	☐	☐	☒
e.	RESULT IN INADEQUATE EMERGENCY ACCESS?	☐	☐	☐	☒
f.	CONFLICT WITH ADOPTED POLICIES, PLANS, OR PROGRAMS REGARDING PUBLIC TRANSIT, BICYCLE, OR PEDESTRIAN FACILITIES, OR OTHERWISE DECREASE THE PERFORMANCE OR SAFETY OF SUCH FACILITIES SUPPORTING ALTERNATIVE TRANSPORTATION (E.G., BUS TURNOUTS, BICYCLE RACKS)?	☐	☐	☐	☒
XVII. TRIBAL CULTURAL RESOURCES					
a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE, DEFINED IN PUBLIC RESOURCE CODE SECTION 21074 AS EITHER A SITE, FEATURE, PLACE, CULTURAL LANDSCAPE THAT IS GEOGRAPHICALLY DEFINED IN TERMS OF THE SIZE AND SCOPE OF THE LANDSCAPE, SACRED PLACE, OR OBJECT WITH CULTURAL VALUE TO A CALIFORNIA NATIVE AMERICAN TRIBE, AND THAT IS: LISTED OR ELIGIBLE FOR LISTING IN THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES, OR IN A LOCAL REGISTER OF HISTORICAL RESOURCES AS DEFINED IN PUBLIC RESOURCES CODE SECTION 5020.1(K), OR	☐	☐	☒	☐
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE, DEFINED IN PUBLIC RESOURCES CODE SECTION 21074 AS EITHER A SITE, FEATURE, PLACE, CULTURAL LANDSCAPE, 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 RESOURCE CODE SECTION 5024.1, THE LEAD AGENCY SHALL CONSIDER THE SIGNIFICANCE OF THE RESOURCE TO A CALIFORNIA NATIVE AMERICAN TRIBE.	☐	☐	☒	☐
XVIII. UTILITIES AND SERVICE SYSTEMS					
a.	EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?	☐	☐	☒	☐
b.	REQUIRE OR RESULT IN THE CONSTRUCTION OR NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?	☐	☐	☒	☐

		Potentially significant impact	Potentially Significant Unless mitigation incorporated	Less than significant impact	No impact
c.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?	☐	☐	☒	☐
d.	HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCES, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?	☐	☐	☒	☐
e.	RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECT'S PROJECTED DEMAND IN ADDITION TO THE PROVIDER'S EXISTING COMMITMENTS.	☐	☐	☒	☐
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT'S SOLID WASTE DISPOSAL NEEDS?	☐	☐	☒	☐
g.	COMPLY WITH FEDERAL STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?	☐	☐	☒	☐
XIX. MANDATORY FINDINGS OF SIGNIFICANCE					
a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?	☐	☐	☒	☐
b.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? ("CUMULATIVELY CONSIDERABLE" MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS).	☐	☐	☒	☐
c.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?	☐	☐	☒	☐

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

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

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

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as ENV-2017-258-MND and the associated case(s), ZA-2017-259-CU-CUB-ZAA-SPR & VTT-77149-CN. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

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

ADDITIONAL INFORMATION:

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

For City information, addresses and phone numbers: Visit the City's website at http://www.lacity.org; City Planning – and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 721. Seismic Hazard Maps – http://gmw.consrv.ca.gov/shmp/ Engineering/Infrastructure/Topographic Maps/Parcel Information – http://boemaps.eng.ci.la.ca.us/index01.htm or City's main website under the heading "Navigate LA."

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:

4.0 Environmental Impacts Analysis Evaluation

I. AESTHETICS

Would the project:

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

No Impact. The project site is currently developed with existing uses (6,300 square feet of commercial space, a 107-student day care center and surface parking lot with approximately 36 spaces), which will be demolished. However, there are no on-site structures that have qualities containing unique natural or urban features. Thus, views of the site are unlikely to be considered especially valuable.

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 commercial corridors, and are unlikely to be considered unique scenic vistas.

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 be considered less than significant for infill projects within TPA's.

Nonetheless, the project site is not located in a scenic area or vista designated by the City of Los Angeles and is not listed in the Historic Resources Inventory database maintained by the State Office of Historic Preservation. Furthermore, there are no scenic highways in the surrounding project area identified by the City of Los Angeles. Therefore, no impact will result.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. As discussed above in response to Checklist Question 1.a, the project site is currently developed with existing uses (6,300 square feet of commercial space, a 107-student day care center and surface parking lot with approximately 36 spaces), which will be demolished. The project site is not located in the vicinity of a State-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. Therefore, implementation of the project would not damage scenic resources or other desirable features within a state-designated scenic highway, and no impacts would occur to scenic resources.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?

Less than Significant. A significant impact may occur if a project was to introduce incompatible visual elements on the Project Site or visual elements that would be incompatible with the character of the area surrounding the Project Site. As per ZI No. 2452 and SB 743, aesthetic impacts "shall not be considered significant impacts on the environment."

The site is located in a highly urbanized community with a General Plan land use designation as "Regional Center Commercial." In accordance with the City of Los Angeles General Plan, the Wilshire Community Plan as a component of the General Plan Land Use Element describes the Wilshire Regional Commercial Center as "a dense collection of high rise office buildings, large hotels, regional shopping complexes, churches, entertainment centers, and both high and low-rise apartment buildings." Objective 2-3 of the Wilshire Community Plan aims to "enhance the visual appearance and appeal of commercial districts"[1]. The site is surrounded by a mix of one story commercial structures, 4 to 6 story residential developments, and a multiple story parking garage and religious campus.

The Applicant proposes to demolish and replace the existing uses (6,300 square feet of commercial space, a 107-student day care center and surface parking lot with approximately 36 spaces) with the proposed mixed-use development consisting of consisting of 122 residential condominium units, 192 hotel guest rooms, and 15,200 square feet of ground and second floor commercial space. The first and second floors will contain the commercial retail spaces while the hotel operation will be provided on the 3rd through 8th floors, and the residential condominiums will occupy the 9th through 20th floors. The Project includes 266 vehicular on-site parking spaces in three levels of subterranean parking, and 171 bicycle parking spaces, including 140 long-term and 31 short-term spaces. Vehicular access will be provided via a full access driveway on Hobart Boulevard. In addition, a valet entry driveway is proposed along Hobart Boulevard and a valet exit driveway to be provided along Serrano Avenue. The driveways on Hobart Boulevard will provide direct access to the valet area and parking.

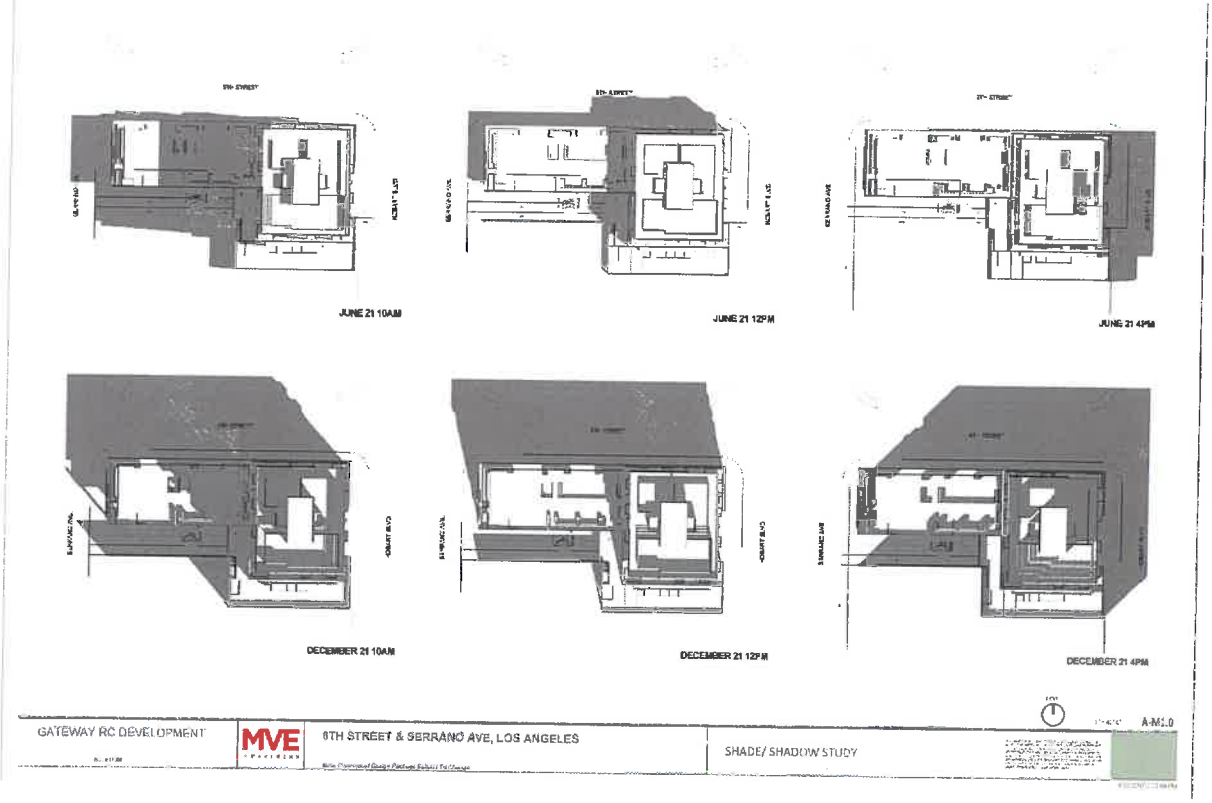
The mixed-use development project is compatible with the current character of development established along Vermont Avenue and the surrounding blocks of the site. Figure B-1 (page 66) provides a preliminary conceptual perspective renderings of the project.

[1] *City of Los Angeles Wilshire Community Plan: http://cityplanning.lacity.org/complan/pdf/wilcptxt.pdf*

Figure B-1 – Conceptual Perspective Renderings

Shadows. Development of the project would generate new shadows with varied lengths and angles depending on the time of day and season. The City of Los Angeles 2006 CEQA Thresholds Guide states that a significant shade/shadow impact would occur if a project would shade off-site shadow-sensitive uses during the spring and autumnal/fall equinoxes and winter and summer solstices for more than three hours between 9:00 A.M. and 3:00 P.M. Pacific Standard Time (between late October through early April) or for more than four hours between 9:00 A.M. and 5:00 P.M. Pacific Daylight Time (between early April through late October). There are shade sensitive uses in the project vicinity that could be affected by the project primarily to the south and southeast (multiple family residential dwelling units). However, none of these building will be shaded for more than three consecutive hours during the winter solstice, spring equinox, or summer solstice. Therefore, the project is not expected to impact shade-sensitive uses.

Figure B-2
Shade /Shadow Study
(Source: MVE+Partners)



Based on discussion above, the proposed project would have less than significant impacts on visual character or quality of the project site or its surroundings.

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

No Impact. The project site is located in a highly urbanized area with a mix of land uses including a surface parking lot, 1 and 2 story retail and commercial office buildings, and 1 to 4 story residential apartment buildings, and 10 to 12 story commercial high rises. The project vicinity exhibits considerable ambient nighttime illumination levels due to the densely developed nature of the area and presence of commercial and residential uses that are occupied at night. 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 east and west of the site.

Similar to surrounding uses, the project would include low to moderate levels of interior and exterior lighting for security, parking, and architectural highlighting. Compliance with City and State energy conservation measures currently in place would limit the amount of unnecessary interior illumination during evening and nighttime hours. Additional exterior lighting would be utilized for the lobby entrance facing 6th Street to provide well-lit entryways for safety purposes. Soft accent lighting used for signage and architectural highlighting would be directed to permit visibility of the highlighted element but, would not be so bright as to cause significant light spillover. All proposed signage and outdoor lighting would be subject to applicable regulations contained within the Los Angeles Municipal Code (LAMC) and/or Wilshire Community Plan. Therefore, no impacts would occur as a result of construction of the Project.

Interior lighting within the proposed mixed-use development would be visible during evening hours. Such lighting would not be expected to be bright enough to cast illumination onto light-sensitive properties. Additionally, it can be reasonably expected that many or most project habitants would use blinds or curtains for privacy, which would reduce the amount of light emanating from the building. Furthermore, given the degree of ambient lighting that currently exists in the project area, the proposed lighting would not substantially alter ambient night light levels.

Glare occurs from sunlight reflected from reflective materials utilized in existing buildings along 6th Street and from vehicle windows and surfaces. Glare-sensitive receptors also include motorists on the roadways surrounding the site. As glare is a temporary phenomenon that changes with the movement of the sun, receptors other than motorists are generally less sensitive to glare impacts than to light impacts.

Glass fenestration incorporated into the building façade would have low-reflectivity value, minimizing off-site glare. Furthermore, the proposed exterior finishes will be painted to further reduce the possibility of glare. Any glare experienced by nearby residences or the occupants of vehicles on nearby streets would be temporary, changing with the movement of the sun throughout the course of the day and

the seasons of the year. Therefore, the proposed project would not create a substantial new source of glare which would adversely affect day or nighttime views in the area.

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 a significant impact for infill projects within TPA's. Therefore, this impact would be less than significant.

II. AGRICULTURAL 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. 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?

No Impact. The project site is currently developed with commercial structures, and no agricultural uses or related operations are present within the site or surrounding area. The project site is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program.

According to the 2002 Important Farmland Map, the project site is located in the area designated as "D - Urban and Built-Up Land." Therefore, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. No impact would occur and no mitigation measures are necessary.

b. Conflict with the existing zoning for agricultural use or a Williamson Act Contract?

No Impact. The project site is zoned for commercial and residential uses, and is currently improved with both. Additionally, the proposed zone change would still allow for both commercial and residential uses. No agricultural zoning is present in the surrounding area, and no nearby lands are enrolled under the Williamson Act. As such, the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract and no mitigation measures are necessary.

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 1220(g)), Timberland (as defined by Public Resources Code Section 4526), or Timberland zoned Timberland production (as defined by Government Code Section 51104(g))?

No Impact. Neither the Project Site nor the surrounding parcels are zoned for forest land or timberland. No impacts to forest land or timberland would occur.

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

No Impact. The Project Site is completely surrounded by urban uses and infrastructure, and is not forest land. No impact related to the loss of forest land or conversion of forest land would occur. **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?**

No Impact. Since there are no agricultural uses or related operations on or near the project site, the project would not involve the conversion of farmland to other uses, either directly or indirectly. No impacts to agricultural land or uses would occur and no mitigation measures are necessary.

III. AIR QUALITY

The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project:

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

Less Than Significant Impact. The following discussion is based on the Air Quality Calculations prepared by Maxsum Development, LLC, August 2017. The Air Quality Calculations are included as Appendix A to this Initial Study. A significant air quality impact may occur if a project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. In the case of projects proposed within the City of Los Angeles or elsewhere in the South Coast Air Basin (Basin), the applicable plan is the Air Quality Management Plan (AQMP), which is prepared by the South Coast Air Management District (SCAQMD).

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the SCAQMD, a regional agency, works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, and cooperates actively with all State and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures though educational programs or fines, when necessary. The SCAQMD has adopted criteria for consistency with regional plans and the regional AQMP in its CEQA Air Quality Handbook (Handbook). These include: 1) identifying whether a project would increase the frequency or severity of existing air quality violations or cause or contribute to new air quality violations and 2) identifying whether a project would exceed the assumptions utilized in preparing the AQMP. Under the second criterion, a significant impact would occur if a project is inconsistent with the growth assumptions upon which the regional AQMP was based.

According to the CEQA Air Quality Handbook, the consistency criteria for the first criterion pertain to pollutant concentrations rather than to total regional emissions. As such, an analysis of the Proposed Project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating Project consistency with the first criterion. As shown in Tables B-2and B-3 (page 76 and 77) under Question

III(d) below, the SCAQMD's localized thresholds for NOx, CO, PM10, and PM2.5 would not be exceeded during Proposed Project construction and operation. In addition, because the SO2 emissions would be negligible during Project construction and long-term operations, a violation of the SO2 ambient air quality standard would not occur as a result of the Proposed Project. Overall, as none of the criteria pollutant emissions would exceed the SCAQMD's significance thresholds at off-site receptors in proximity to the Project Site, the Proposed Project meets the first criterion for determining project consistency with the 2012 AQMP. With regards to the second criterion, projects that are consistent with the regional population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, since the forecast assumptions by SCAG forms the basis of the land use and transportation control portions of the AQMP. As discussed in Question XII(a) below, the Proposed Project would have a less than significant impact with respect to population, housing, and employment that would be introduced at the Project Site.

As concluded in the Initial Study, the proposed increase in population and housing from implementation of the Proposed Project would be consistent with the SCAG growth projections. As the Proposed Project would be consistent with the underlying assumptions of the SCAQMD's 2012 AQMP and does not cause or worsen an exceedance of an ambient air quality standard, the Proposed Project is concluded to be consistent with that plan. This impact would be less than significant.

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

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 B-1, 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.

Table B-1
SCAQMD Thresholds of Significance

Mass Daily

Thresholds (Pounds per Day)		
Pollutant	**Construction**	**Operation**
Reactive Organic Gases (ROG)	75	55
Nitrogen Oxides (NO_x)	100	55
Respirable Particulates (PM_{10})	150	150

Thresholds (Pounds per Day)		
Pollutant	**Construction**	**Operation**
Fine Particulates ($PM_{2.5}$)	55	55
Sulfur Oxides (SO_x)	150	150
Carbon Monoxide (CO)	550	550
Lead [1]	3	3

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 32,000 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 $PM_{2.5}$ and PM_{10} emissions. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the project site) would primarily generate NO_x emissions. The application of architectural coatings would primarily result in the release of ROG 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 2016.3.1 Emissions Estimator Model 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. Nonetheless, Table B-2, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days for each construction phase.

Table B-2
Estimated Peak Daily Construction Emissions

Emission Sources	Peak Day Emissions					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Demolition	3.63	37.12	22.98	0.043	2.96	1.88
Site Preparation	4.43	45.63	22.86	0.040	20.65	12.18
Grading	4.84	54.59	34.27	0.064	11.28	5.84

Emission Sources	Peak Day Emissions					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Building	3.64	28.74	29.83	0.076	4.52	5.65
Architectural Coating	176.36	1.67	3.80	0.00	0.66	0.24
Maximum Daily Emissions	**176.36**	**54.59**	**34.27**	**0.76**	**11.28**	**12.18**
SCAQMD Thresholds	75	100	550	150	150	55
Significant Impact?	Yes	No	No	No	No	No

These calculations assume that appropriate dust control measures would be implemented as part of the project during each phase of development, as required by SCAQMD Rule 403 - Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas.

It is mandatory for all construction projects in the South Coast Air Basin (Basin) to comply with SCAQMD Rule 403 for Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional particulate matter emissions associated with construction activities and the impacts would be less than significant.

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities after buildout of the proposed project. Stationary area source emissions would be generated by space and water heating devices and by the operation of landscape maintenance equipment. Mobile emissions would be generated by motor vehicles traveling to and from the project site.

The results of the California Emissions Estimator Model, version 2016.3.1 calculations for the daily operational emissions of the proposed project are presented in **Table B-3**. The emissions reflect the net increase in emissions anticipated from the proposed project. As shown, the daily operational emissions are below the SCAQMD thresholds for all criteria pollutants; therefore, no adverse air quality impact would occur.

TABLE B-3

ESTIMATED PEAK DAILY OPERATIONAL EMISSIONS IN POUNDS PER DAY

Emission Sources	Peak Day Emissions					
	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$

Offroad	0.00	0.00	0.00	0.00	0.00	0.00
Area	41.51	2.64	72.17	0.15	9.37	9.37
Energy	0.23	2.15	1.66	0.01	0.16	0.16
Mobile	4.50	21.18	52.91	0.18	14.66	4.02
Maximum Daily Emissions	**46.25**	**25.98**	**126.75**	**0.35**	**24.20**	**3.56**
SCAQMD Thresholds	75	55	550	150	150	55
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact. A significant impact may occur if a project would add a considerable cumulative contribution to federal or State non-attainment pollutants. As the Basin is currently in nonattainment for ozone, CO, and PM10, related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. In regards to determining the significance of the Proposed Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, SCAQMD states that if an individual development project generates less than significant construction or operational emissions then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

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

d. Expose sensitive receptors to substantial pollutant concentrations?

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,8 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 2.16 acres in size, the two-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 two-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 at the Project Site. The resulting construction emissions generated were then analyzed against the applicable LSTs for one-acre site.

LSTs are provided for each of SCAQMD's 38 source receptor areas (SRA) at various distances from the source of emissions. The Project Site is located in the Wilshire Community Plan Area within the City of Los Angeles and is located within SRA 1, which covers the Central Los Angeles County area. The nearest and most notable off-site sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the Proposed Project include the residential uses located to the south of the Project Site. Given the proximity of this sensitive receptor to the Project Site, the LSTs for a two-acre site with receptors located within 25 meters (82.02 feet) are used to address the potential localized air quality impacts associated with the construction-related NOX, CO, PM10, and PM2.5 emissions.

Construction Period Emissions – Localized Emissions

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. However, as shown in Table B-5 (page76), Localized Estimated Peak Daily Construction Emissions, the peak daily emissions generated within the Project Site during construction activities would not exceed the applicable construction LSTs for a two-acre site in SRA 1. Therefore, localized air quality impacts from construction activities on the off-site sensitive receptors would be less than significant.

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 certain population groups that are especially sensitive to air pollution and should be given special consideration when evaluating potential air quality impacts. These population groups include children, the elderly, and persons with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. As defined in the SCAQMD *CEQA Air Quality Handbook*, a sensitive receptor to air quality is defined as any of the following land use categories: (1) long-term health care facilities; (2) rehabilitation centers; (3) convalescent centers; (4) retirement homes; (5) residences; (6) schools (i.e. elementary, middle school, high schools); (7) parks and playgrounds; (8) child care centers; and (9) athletic fields. The project site generally situated in and around other commercial, residential, commercial and institutional developments.

Table B-4
Sensitive Receptors

Type	Name	Distance from Project Site (feet)	Direction from Project Site
Residential	Residential Uses	20 ft.	South
Schools	Hoover Street Elementary School	2,500 ft.	South
	Robert F. Kennedy Community Schools/and Middle School	2,509 ft.	Northwest
	Southwest Law School	3,800 ft.	Northwest
Places of Worship	Berendo Street Baptist Church	1,060 ft.	Northwest
	Ministerios de Restauracion	1,286 ft.	Southwest
	Iglesia Pentecostes La Piedra	1,414 ft.	Northeast
	Hollywood Hysoon Presbyterian	1,039 ft.	East

Source: Google Earth, 2014

Operation

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities after occupation. The Proposed Project would include a net increase of 122 dwelling units compared to existing conditions. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices, the operation of landscape maintenance equipment, and the use of consumer products. Mobile emissions would be generated by the motor vehicles traveling to and from the project site. The

analysis of daily operational emissions associated with the Proposed Project has been prepared utilizing the California Emissions Estimator Model, version 2016.3.1 recommended by the SCAQMD. The results of these calculations are presented in Table B-5 and B-6, Estimated Future Daily Operational Emissions (Summer and Winter). As shown, the net emissions generated by the Proposed Project's operations over the existing uses at the project site would not exceed the thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Proposed Project would be less than significant.

Table B-5

Estimated Future Daily Operational Emissions – Winter Emissions

Emissions Source	Total On-Site Emissions (Pounds per Day)				
	ROG	CO	NO_x [b]	PM_{10}	$PM_{2.5}$
Area	7.2064	9.4814	0.3474	1.2296	1.2296
Energy	0.0853	0.6100	0.7697	0.0589	0.0589
Mobile	1.7675	20.6134	8.8608	6.5069	1.7819
Total Emissions	**9.0592**	**30.7048**	**9.9779**	**7.7954**	**3.0704**
SCAQMD Localized Thresholds	***55***	***550***	***55***	***150***	***55***
Potentially Significant Impact?	**No**	**No**	**No**	**No**	**No**

Source: MaxSum Development, LLC, August 2017. Calculation sheets are provided in Appendix A.

Table B-6

Estimated Future Daily Operational Emissions – Summer Emissions

Emissions Source	Emissions (Pounds per Day)				
	ROG	CO	NO_x [b]	PM_{10}	$PM_{2.5}$
Area	7.20	9.48	0.34	1.22	1.22
Energy	0.85	0.61	0.76	0.05	0.05
Mobile	1.84	21.65	8.72	6.50	1.78

Emissions Source	Emissions (Pounds per Day)				
	ROG	CO	NO_x [b]	PM_{10}	$PM_{2.5}$
Total Emissions	9.13	31.74	9.84	7.79	3.07
SCAQMD Localized Thresholds	*55*	*550*	*100*	*150*	*55*
Potentially Significant Impact?	No	No	No	No	No

Source: MaxSum Development, LLC, August 2017. Calculation sheets are provided in Appendix A.

TABLE B-7
TOTAL CONSTRUCTION EMISSIONS AND LOCALIZED SIGNIFICANCE THRESHOLDS

Pollutant	Maximum On-Site Construction Emissions	Threshold of Significance[1]	Quantity of Pollutant Exceeding Threshold	Significant Impact?
CO	29.83	562	0	No
NO_2	12.68	103	0	No
PM_{10}	0.78	4	0	No
$PM_{2.5}$	0.71	3	0	No

Toxic Air Contaminants (TAC)

As the Proposed Project consists of a mixed-use development containing multi-family residential, hotel and commercial land uses, the Proposed Project would not include any land uses that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants and no toxic airborne emissions would typically result from Proposed Project implementation. In addition, construction activities associated with the Proposed Project would be typical of other development projects in the City, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. Therefore, impacts associated with the release of toxic air contaminants would be less than significant.

The subject site is located within the SCAQMD, a known non-attainment zone and is located near several sensitive receptors. Without regulatory standards that are imposed by SCAQMD, there would be a potential to expose sensitive receptors to high pollutant concentrations during the construction phase of the project. However, it is mandatory for all construction projects in the South Coast Air Basin (Basin) to comply with SCAQMD Rule 403 for Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the

project site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional particulate matter emissions associated with construction activities and the impacts would be less than significant.

e. Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. Some objectionable odors are anticipated as a result of either construction or operation of the project, however residential and commercial buildings are generally not considered substantial point sources of objectionable odors. The project would be constructed using conventional building material typical of construction projects of similar type and size, and odiferous building materials are not anticipated to be used. Any odors that may be generated during construction would be localized and temporary in nature and would not be sufficient to affect a substantial number of people or result in a nuisance as defined by SCAQMD Rule 402.

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically including agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The project does not include any uses identified by the SCAQMD as being associated with odors. However, the project does include restaurant uses which have the potential to emit odors through cooking and char broilers. The project would minimize the release of odors from restaurant uses with odor reducing equipment as necessary. Garbage collection areas for the project would be covered and situated away from the property line and sensitive uses. Good housekeeping practices would be sufficient to prevent nuisance odors. Therefore, odor impacts would be less than significant.

IV. BIOLOGICAL RESOURCES

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 by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than Significant Impact. 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 commercial and 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.

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

No Impact. 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 Angeles[2], and no riparian habitat or other sensitive natural communities exist on site. Therefore, implementation of the project would not result in a substantial adverse effect on riparian habitat or other sensitive natural community.

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

No Impact. A project would normally have a significant impact on biological resources if it could result in the alteration of an existing wetland habitat. The project site is located in an urbanized area and is currently an unimproved land area. The site does not contain any federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, implementation of the project would not result in a substantial adverse effect on federally protected wetlands. Impacts would not occur and no mitigation measures are necessary.

d. Interfere substantially with the movement of any native resident of migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

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[2] *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, Figure BR-1B.*

No Impact. A project would normally have a significant impact on biological resources if it could result in the interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species. The project site is developed with commercial and residential uses in a fully urbanized area. 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. The project will not adversely interfere with the movement of any native resident or migratory fish or wildlife species or use of wildlife nursery site.

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

No Impact. A project-related significant adverse effect could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance, 177,404. Although the project site is developed with commercial and residential uses, it does not contain any significant amount of site vegetation. Thus, no locally protected biological resources exist on the project site. Several street trees are present fronting along 6th Street, Hobart Boulevard and Serrano Avenue. However, the project is not anticipated to require the removal of street trees during construction of the project improvements. Therefore, the project would not conflict with local policies or ordinances protecting biological resources and no impacts would occur.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approval local, regional, or state habitat conservation plan?

No Impact. A significant impact would occur if the Proposed Project would be inconsistent with mapping or policies in any conservation plans of the types cited. As discussed above, the site is not located within a significant ecological area (SEA). Additionally, there is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan in place for the project site. Therefore, implementation of the project would not conflict with any habitat conservation plans, and no mitigation measures are necessary.

V. CULTURAL RESOURCES

Would the project:

a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?

No Impact. A significant impact may occur if the Proposed Project would disturb historic resources, which presently exist within the Proposed Project Site. A historical resource is defined in Section 15064.5(a)(3) of the CEQA Guidelines as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering,

scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period, or method of construction; representing the work of an important creative individual; or possessing high artistic values. Resources listed in or determined eligible for the California Register, included in a Local Register, or identified as significant in a historic resource survey as also considered historical resources under CEQA.

A project with an effect that may cause substantial adverse change in the significance of a resource is a project that may have a significant impact effect on the environment. Substantial adverse change is defined as physical demolition, relocation, or alteration of a resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.[3] Direct impacts are those that cause substantial adverse physical change to a historic property.

Indirect impacts are those that cause substantial adverse change to the immediate surroundings of an historic property such that the significance of an historical resource would be materially impaired

Based on the property profile, historical tenant report, Sanborn Map review, and the building permits information, the subject site was previously and currently used for commercial and residential purposes. Thus no listed historic resources would be impacted by the redevelopment of the Project Site. Therefore, the Proposed Project would not cause an adverse change in the significance of an historic resource and no impact would occur.

b. Cause a substantial adverse change in significance of an archaeological resource as defined in State CEQA §15064.5?

Less than Significant Impact. 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.[4] 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. However, if archeological resources are found during excavation, the project will be required to follow procedures as detailed in the California Public Resources Code Section 21083.2 Therefore, the impact would be less than significant.

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

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[3] *California Code of Regulations, Title 14, Chapter 3, Article 5, Section 15064.5(b)(1).*

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

Less than Significant Impact. A significant impact may occur if grading or excavation activities associated with the Proposed Project were to disturb paleontological resources or geologic features which presently exist within the Proposed Project site. The Proposed Project site has been previously graded and improved and is currently developed. The Project Site and immediate surrounding areas do not contain any known vertebrate paleontological resources. Paleontological resources or unique geologic features are unlikely to be present; however, the proposed project would require additional ground disturbance that may involve excavation into native soils that contain paleontological resources. Project-related excavation for the subterranean levels and building footing may have the potential to uncover paleontological resources. If paleontological resources are found during excavation, the project will be required to follow procedures as detailed in the California Public Resources Code Sections 5097.5 and 30244. Therefore, the impact would be less than significant.

d. Disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact. A Project-related significant adverse effect could occur if grading or excavation activities associated with the Proposed Project would disturb previously interred human remains. There still, however, is always a possibility that human remains can be encountered during construction. If human remains are found during excavation, the project will need to follow procedures as detailed in the California Health and Safety Code Section 7050.5. If human remains of Native American origin are discovered during project construction, compliance with state laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposition of Native American burials will be adhered to. Therefore, the impact would be less than significant.

VI. GEOLOGY AND SOILS

a. Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less than Significant Impact. The project site is located in the seismically active Southern California region, which is characterized by major faults and fault zones. 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]), which provide guidance

for evaluating and mitigating earthquake-related hazards as approved by the Los Angeles Department of Building and Safety.

b. Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: Strong seismic ground shaking?

Less than Significant Impact. As stated above, the project site is located in the seismically active Southern California region, which is characterized by major faults and fault zones. A significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with other locations in Southern California. According to the California Geologic Survey (CGS), faults are classified as active, potentially active, or inactive. As outlined in the Alquist-Priolo Earthquake Fault Zoning Map Act, the State of California defines active faults as faults that have historically produced earthquakes or shown evidence of movement within the past 11,000 years (during the Holocene Epoch). Potentially active faults are faults that have shown evidence of the most recent surface displacement within the last 1.6 million years (during the Quaternary-age). Faults with no evidence of movement within the last 1.6 million years are considered inactive. Active faults may be designated as Earthquake Fault Zones under the Alquist-Priolo Earthquake Fault Zoning Act, which includes standards regulating development adjacent to active faults.

However, the City of Los Angeles designates Fault Rupture Study Zones on each side of potentially active and active faults to establish hazard potential. The Seismic Safety Plan Element requires "comprehensive geologic-seismic design-foundation engineering investigations" to be submitted for any of the following uses in Fault Rupture Study Zone areas: schools, churches, theaters, large hotels, high-rise buildings that house large numbers of people, other places normally attracting large concentrations of people, civic buildings, secondary utility structures, extremely large commercial enterprises, most roads, alternative or non-critical bridges and overpasses. As stated above, the project site is not located within an Alquist-Priolo Earthquake Fault Zone or a Fault Rupture Study Zone Area.

Nonetheless, the proposed project would comply with the *Special Publications 117A, Guidelines for Evaluating and Mitigating Seismic Hazards in California (2008)* established by the California Geological Society (CGS), which provides guidance for evaluation and mitigation of earthquake-related hazards. Furthermore, the project would be designed and constructed in accordance with the Uniform Building Code (UBC) standards approved by the Department of Building and Safety, which would reduce the potential for exposure of people or structures to seismic risks to a less than significant level.

c. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. A significant impact may occur if a project site is located within a liquefaction zone. Liquefaction is the process when loose, granular soils below the groundwater table lose strength due to excess water pressure that builds up during repeated movement from seismic activity. The vast majority of liquefaction hazards are associated with sandy soils and silty soils of low plasticity.

Potentially liquefiable soils (based on composition) must be saturated or nearly saturated to be susceptible to liquefaction. Liquefaction potential has been found to be the greatest where the ground water level is shallow and submerged loose, fine sands occur within a depth of about 40-50 feet. 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, according to the Phase I Environmental Site Assessment prepared for the project site, groundwater at the site was not discovered in boring test to a depth of 45 feet below ground surface level (bgs).[5] The native soils are anticipated to be dense and stiff and not susceptible to liquefaction.

Furthermore, according to the City of Los Angeles Safety Element (1996) and the California Division of Mines and Geology, the site is not within an area identified as having a potential for liquefaction. Therefore, the potential for liquefaction to occur at the site is low. Seismic-induced settlement is often caused by loose to medium-dense granular soils densified during ground shaking. Uniform settlement beneath a given structure would cause minimal damage; however, because of variations in distribution, density, and confining conditions of the soils, seismic-induced settlement is generally non-uniform and can cause serious structural damage. Dry and partially saturated soils, as well as saturated granular soils, are subject to seismic-induced settlement. It is anticipated that the existing fill and the upper soils that may be susceptible to seismic-induced settlement would be removed by excavation for the basement. The underlying soils are anticipated to be dense and are not considered susceptible to significant seismic induced settlement.

Based on the above, impacts regarding seismic-related ground failure hazards, including liquefaction and seismic-induced settlement, would be less than significant. Furthermore, the project would be designed and constructed in accordance with the standards and requirements of the UBC to minimize seismic-related hazards.

d. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: Landslides?

Less Than Significant Impact. A project-related significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding. 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.

[5] *Gaston and Associates, Phase I Environmental Site Assessment Study, March 1, 2017*

e. Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The project site is currently developed with commercial and residential uses. Construction activities associated with the project 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. 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. Therefore, through mitigation efforts, the required implementation of the applicable erosion control standards, and conformance with the City Building Code, including implementation of an erosion control plan, potential impacts regarding wind or waterborne erosion during construction and operation of the project would be less than significant.

f. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. A project would normally have a significant geologic hazard impact if it could cause or accelerate geologic hazards causing substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, 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 buildings, thus posing a hazard to life and property. Because the site is currently developed with commercial and residential buildings, 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. 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. As stated in Response VI.c the potential for liquefaction at the site is low as the native soils are anticipated to be dense and stiff. As stated in Response VI.d 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. Thus, impacts would be less than significant in this regard, and no mitigation measures are required.

g. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less Than Significant Impact. A significant impact may occur if the Proposed Project is built on expansive soils without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and which shrink when dried. 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 recompacted, 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. Therefore, project implementation would result in less than significant impacts associated with expansive soils, and substantial risks to life or property would not occur.

h. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. This question would apply to the Proposed Project only if it was located in an area not served by an existing sewer system. The project site is located in an urbanized area of the City of Los Angeles which is served by an existing sewer infrastructure. The project would not involve the use of septic tanks or alternative wastewater disposal systems. As such, no impact would occur in this regard.

VII. GREENHOUSE GAS EMISSIONS

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.

The project site is located within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The proposed project would generate 1,804 daily trips to the project site. 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 (CHGs) 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 California Emissions Estimator Model, version 2016.3.1. using the same methodology as described above for estimating criteria air pollutants.

In addition to electrical demand, the project would result in indirect CHG emission due to water consumption, wastewater treatment, and solid waste generation. California Emissions Estimator Model, version 2016.3.1 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 B7, Estimated 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 B-8
Estimated Greenhouse Gas Emissions

Operational CHG Emissions from Mobile and Indirect Sources	CHG Emissions (MTCO2e/Year)
Construction (Annualized) Emissions	15
Operational (Mobile) Sources	1,560
Area Sources	93
Energy Sources	283
Waste Sources	5
Water Sources	23
Total Project	1,979
SCAQMD Threshold (All Land Use Projects)	3,000
Exceed Threshold?	No

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 CHGs, 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. As described above, the proposed project would result in an increase in CHG emissions that falls below SCAQMD's threshold for land use projects. As CHG emissions would be relatively minimal, the project would not impede the State of California's goal to reduce CHG emissions consistent with the Global Warming Solutions Act of 2006 (AB 32). Therefore, the proposed project would not conflict with an applicable plan or policy adopted for the purpose of reducing emissions of CHGs. Impacts would be less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

Less Than Significant Impact. The project proposes a mixed-use development with residential, hotel and commercial uses. 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. Therefore, 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.

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?

Less than Significant Impact. As discussed in response to Checklist Question VIII.a, above, 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 commercial and residential structures built in the late 1940s and 1960s. The Phase I Environmental Site Assessment revealed evidence of underground storage tanks (gasoline, removed in 1999), but no leakage, or clarifiers, sumps, hazardous materials, or other environmental concerns. 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 RECs (Recognized Environmental Conditions) were identified. Therefore, excavation of the project site would not likely result in significant hazards to the public or the environment from 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 likely 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 Zone". Project implementation would result in a mixed-use development with commercial and residential uses 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.

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

Less than Significant Impact. The project site is within one-half mile of several existing schools. The newly completed public middle school (Robert F. Kennedy Community Schools/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 are located approximately 1¼ mile from the site at the southwest intersection of Wilshire Boulevard and Catalina Street. However, the limited quantities of hazardous materials, as described above, are not expected to pose a risk to schools in the project vicinity. Furthermore, occupancy of the proposed commercial and apartment development uses would not cause hazardous substance emissions or generate hazardous waste. As such, it is concluded that the project would result in less than significant impacts at any existing or proposed schools within a one-quarter mile radius of the site.

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 Impact. 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 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. **For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?**

No Impact. There are no private airstrips in the vicinity of the project site, and the site is not located within a designated airport hazard area. Therefore, the proposed project would not result in airport-related safety hazards for the people residing or working in the area. No impact would occur and no mitigation measures are necessary.

g. **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.

h. **Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

No Impact. The project site is 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.

IX. HYDROLOGY AND WATER QUALITY

Would the proposal result in:

a. **Violate any water quality standards or waste discharge requirements?**

Less than Significant Impact. The project site is currently developed with commercial and residential uses. Under existing conditions, grading of the site directs stormwater to the gutters along 6th

Street, Serrano Avenue and Hobart Boulevard, 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. VI.b, project construction would comply with the requirements of the Municipal 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 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.

As discussed in response No. VI.b., 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 deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?

Less Than Significant 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 commercial and a single family home currently be used as a student day care center. 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. Less than significant impacts would occur in this regard.

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

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

Less Than Significant Impact. As discussed in response to Checklist Question IX.c, the project would not substantially change the amount of impervious surface area on-site and thus, would not result in substantial increases in surface water runoff quantities. With implementation of the project, overall existing drainage patterns would be maintained, and the project would include appropriate on-site drainage improvements to manage anticipated stormwater flows. Furthermore, the project site is not located in close proximity to a stream or a river. Thus, project implementation would not likely result in a substantial increase in the rate or amount of surface water runoff that would result in on- or off-site flooding. Less than significant impacts associated with alterations to existing drainage patterns would occur with project implementation.

e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact. As discussed above the project would include appropriate on-site drainage improvements to accommodate anticipated stormwater flows. Similar to existing conditions, operation of the proposed uses would mostly likely not generate pollutant constituents in surface water runoff. Therefore, the project in compliance with the LID section of the Development BMP Handbook and Section 64.70 of the LAMC would not likely create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Thus, impacts will be less than significant.

f. Otherwise substantially degrade water quality?

Less than Significant Impact. As discussed above, in Response No. VI.a. and IX.b., the project would comply with applicable NPDES and City requirements, which would include the use of BMPs during construction and operation of the project as detailed in a SWPPP and L.A.M.C 64.70. Compliance with these requirements and the above mitigation measures would ensure that construction and operation of the project would not likely substantially degrade water quality.

g. Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Less than Significant Impact. Flood hazard areas identified on the Flood Insurance Rate Map (FIRM) are identified as a Special Flood Hazard Area (SFHA). SFHA are defined as the area that will inundated by the flood event having a 1-percent chance of being equaled or exceed in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood. SFHAs are labeled as Zone A, Zone AO, Zone AH, Zones A1-A30, Zone AE, Zone A99, Zone AR, Zone AR/AE, Zone AR/AO, Zone AR/A1-A30, Zone AR/A, Zone V, Zone VE, and Zones V1-V30. Moderate flood hazard areas, labeled Zone B or Zone X (shaded) are also shown on the FIRM, and are the areas between the limits of the base flood and the 0.2-

percent-annual-chance (or 500-year) flood. The areas of minimal flood hazard, which are the areas outside the SFHA and higher than the elevation of the 0.2-percent-annual-chance flood, are labeled Zone C or Zone X (unshaded).[6]

The project site is delineated on the flood zone mapped by the Federal Emergency Management Agency (FEMA) to be within Flood Zone "C" which is designated as an area with minimal flood hazard. Additionally, it is not located within a 100-year flood plain according to the City of Los Angeles[7]. As such, project development would not place housing within a 100-year flood plain and impacts are expected to be less than significant.

h. Place within a 100-year flood plain structures which would impede or redirect flood flows?

Less than Significant Impact. As stated above, the project site is located within Flood Zone "C" by FEMA which is designated as an area with minimal flood hazard, and is not located within a 100-year flood plain by the City of Los Angeles. Therefore, the project would not place structures within a 100-year flood plain, which would impede or redirect flood flows. Less than significant impacts would occur with regard to flood flows and no mitigation measures are necessary.

i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. As indicated above, the project site is not located within a 100-year flood plain. In addition, the project site is not located within an inundation area associated with the failure of a levee or dam.[8] As such, impacts associated with the exposure of people or structures to a significant risk of loss, injury, or death involving flooding would not occur, and no mitigation measures are necessary.

j. Inundation by seiche, tsunami, or mudflow?

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

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[6] http://www.fema.gov/plan/prevent/floodplain/nfipkeywords/flood_zones.shtm

[7] *City of Los Angeles Department of City planning, Safety Element of the General plan, Exhibit F: "100-Year and 500-Year Flood Plains", March 1994.*

[8] *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, Figure GS-7.*

impact associated with inundation by seiche, tsunami, or mudflows would not occur, and no mitigation measures are necessary.

X. LAND USE AND PLANNING

Would the project:

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 6th Street on the north, Wilshire Boulevard to the south, Hobart Boulevard to the east, and Serrano Avenue to the west, consisting of four (4) contiguous lots situated on the south side of 6th Street between Serrano Avenue and Hobart Boulevard. As previously discussed in the project description section (Section 2) of this document, the project site is bound by a mix of compatible land uses. The following land uses occur adjacent to the project site:

- North: The site is bordered to the north across 6th Street, by one-story commercial buildings and four-story residential developments beyond in the C2-1 and R4-2 zones.
- South: The south side of the lot is zoned C2-2/CR-2 and R5-2 and developed with six-story multiple family residential developments, and a twelve-story commercial office building.
- East: The site is bordered on the east across Hobart Boulevard with a four-story parking structure and religious campus within the C2-2 and R5-2 zones.
- West: West of the Site across Serrano Avenue is developed with several one-story commercial buildings, and multiple twelve-story commercial office buildings in the C4-2 zone.

Development of the project site into a mixed-use development consisting of commercial 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 and no mitigation measures are necessary.

b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant 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.

Additionally, the City maintains a Walkability Checklist and Citywide Residential Design Guidelines, which specify urban design guidelines for projects required to undergo Site Plan Review. The Walkability Checklist is applicable as the project is requesting that the Site Plan Review Findings pursuant to LAMC 16.05.D.2 be made as part of the discretionary approvals for the project. Also, regional planning agencies have jurisdiction over land use issues and maintain policies that apply to the project site. These include the Los Angeles County Congestion Management Plan (CMP), administered by Metro, which regulates regional traffic issues; the Southern California Association of Governments' (SCAG) Regional Comprehensive Plan & Guide (RCPG), Regional Transportation Plan (RTP), and Growth Vision Report, which address development on a regional scale for cities under its jurisdiction; and the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP), which addresses attainment of state and federal ambient air quality standards throughout the South Coast Air Basin.

Zoning Analysis

The subject property is situated on five (5) contiguous parcels where all have a mixed zoning designation of C2-2 and R5-2 totaling approximately 45,807 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.

As the overall General Plan designation for the property is Regional Center 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. Therefore, the existing zoning designation of C2-2 and R5-2 is appropriate and does not need to be changed to carry out the intent of the General Plan. The project is requesting the following discretionary actions:

- Site Plan Review (SPR) in accordance with Section 16.05 of the City Code for the construction of a mixed-use development with more than 50 dwelling units and hotel guest rooms, allowing for 122 residential condominium units and 192 hotel guest rooms.

- Zone Administrator Adjustment (ZA) to increase the floor area ratio from 6.0:1 to 7.11:1 (18.53%), and to permit a zero-foot side yard setback in lieu of 5-feet required for Lot 78 pursuant to Section 12.21.1.A of the LAMC where Section 12.28 authorizes.

- Conditional Use (CU) Conditional Use approval for development and operation of a hotel within 500 feet of an R zone pursuant to Section 12.24.W.24 (A) of the LAMC.

- Conditional Use (CU) for approval to permit the sale and dispensing for on and off-site sale and consumption of a full line of alcoholic beverages in conjunction with the hotel operation pursuant LAMC Section 12.24.W.1.

- Vesting Tentative Tract Map (VTTM) to merge and re-subdivide the property into multiple lots for commercial and residential condominium purposes pursuant to LAMC Section 17.15.

- Grading, foundation, and Building permits and such additional actions as may be determined necessary.

Local Plans (General Plan, Community Plan, Redevelopment Plan, and Walkability Plan)

The project site is located within the Wilshire Community Plan, a component of the Land Use Element of the City's General Plan. The Community Plan designates the project site as General Commercial, which corresponds to uses permitted within the C1, C1.5, C2, C4, P, CR, RAS3 and RAS4 zones. The zoning for the project site is C2-2 and R5-2. "C2" refers to a commercial zone with the "R5" referring to multiple family zone. The "2" refers to Height District 2, which allows for limited building height, and floor area ratio (FAR). The existing land use designation and proposed zoning for the site permits the intended mixed-use development.

The project will conform to all development standards expressed in the zoning regulations, with the exception of FAR and side yard setback which zoning administrator adjustments are being requested, in addition to compliance with the Uniform Building Code. The Wilshire Community Plan, as a component of the General Plan Land Use Element, cites various issues within the Wilshire Community in relation to the cohesiveness of overall urban design including the following goals and objectives:

- *The need to plan for better cohesiveness, diversity, and continuity of complementary uses along commercial frontages.*

- *New commercial development needs to be compatible with existing buildings in terms of architectural design, bulk, and building heights.*

- *New development needs to be coordinated with the availability of public infrastructure.*

A new mixed-use project should implement the goals, objectives, and policies set forth by the Wilshire Community Plan. Goal 2 and Policy 2-1.3 of the Community Plan encourage that established commercial sectors promote economic vitality while serving the needs of the Wilshire Community. The proposed project is also consistent with the General Plan Housing and Transportation Elements and furthers the following policies:

Housing Element Policies

- *Policy 2.1.3: Encourage mixed-use development which provides for activity and natural surveillance after commercial business hours.*

- *Policy 2.3.1: Encourage and plan for high density residential and commercial development in centers, districts and along transit Corridors, as designated in the Community Plans and the Transportation Element of the General Plan, and provide for spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled in order to mitigate traffic congestion, air pollution, and urban sprawl.*

- *Policy 2.3.3: Encourage the development of new projects that are accessible to public transportation and services consistent with the community plans. Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.*

Transportation Element Objectives and Policies

- *Objective 3: Support development in regional centers, community centers, major economic activity areas, and along mixed-used boulevards, as designated in the Community Plans.*

    - *Policy 3.1: Streamline the traffic analysis and mitigation procedures for development applications.*

    - *Policy 3.12: Promote the enhancement of transit access to neighborhood districts, community and regional centers, and mixed-used boulevards.*

The project site plans depict the arrangement of the building, building height, elevations, subterranean parking, landscaping, open spaces, trash collectors, and other improvements. The proposed building consists of a 20-story high building with three levels of subterranean parking. The proposed mixed-use development is located within the Regional Center Commercial land use designation. The building height and arrangement is consistent with the existing development within the immediate vicinity and is consistent with the surrounding development as defined in Chapter 3 (Land Use) of the General Plan Framework Element.

The Walkability Checklist specifies urban design guidelines for projects required to undergo Site Plan Review. The Walkability Checklist consists of a list of design elements intended to improve the pedestrian environment, protect neighborhood character, and promote high quality urban form and is to be used by City planners to assess the pedestrian orientation of a project. The suggested design guidelines are consistent with the General Plan and supplement applicable Community Plan requirements, but are not considered mandatory. Guidelines address such topics as building orientation, building frontage, landscaping, off-street parking and driveways, building signage, and lighting within the private realm; and sidewalks, street crossings, on-street parking, and utilities in the public realm. As shown, the project would substantially comply with applicable design elements to foster a vibrant and visually appealing pedestrian environment.

Metropolitan Transportation Authority (Metro)

Metro administers the CMP, a state-mandated program designed to address the impact urban congestion has on local communities and the region as a whole. The CMP, revised in 2004, includes a hierarchy of highways and roadways with minimum level of service standards, transit standards, a trip reduction and travel demand management element, a program to analyze the impacts of local land use decisions on the regional transportation system, a seven-year capital improvement program, and a county-wide computer model to evaluate traffic congestion and recommend relief strategies and actions. The primary goal of the CMP is to reduce traffic congestion in order to enhance the economic vitality and quality of life for affected communities.

The traffic impacts associated with the project are discussed fully in Section XV, Transportation/Circulation, below. As discussed therein, development of the project would not result in significant unmitigable impacts to intersections or residential streets in the area, and significant traffic impacts to the CMP road network would not occur. As such, the project would be consistent with the CMP. Please refer to Response Nos. XVI.a. and XVI.b for further discussion.

Southern California Association of Governments (SCAG) Regional Comprehensive Plan and Guide (RCPG), Regional Transportation Plan (RTP), and Growth Vision Report

The project site is also within the planning area of the SCAG. SCAG is a joint powers agency with responsibilities pertaining to regional issues. SCAG's RCPG, updated as recently as 2008, contains a general overview of various federal, state, and regional plans that affect the southern California region and serves as a comprehensive planning guide. The primary goals of the RCPG are to improve the standard of living, enhance the quality of life, and promote social equity. In the RCPG, issues related to land use and development are addressed in the Growth Management chapter. The preliminary assessment of the project in relation to the applicable policies set forth in SCAG's regional plan has found the proposed project to be consistent.

South Coast Air Quality Management District

The project site is located within the South Coast Air Basin (the Basin), making it subject to policies set forth by the SCAQMD. The SCAQMD, in conjunction with SCAG, is responsible for establishing and implementing air pollution control programs throughout the Basin. The SCAQMD's AQMP, amended in 2012, presents strategies for achieving the air quality planning goals set forth in the Federal and California Clean Air Acts, including a comprehensive list of pollution control measures aimed at reducing emissions. Specifically, the AQMP proposes a comprehensive list of pollution control measures aimed at reducing emissions and achieving ambient air quality standards.

The location of the project site at the intersection of 6th Street and Serrano Avenue and Hobart Boulevard in close proximity to the Wilshire Boulevard corridor would provide opportunities for residents,

employees and visitors to make use of public transit and other alternative transportation modes. As discussed in Response No. III.a, the project's estimated residential population is consistent with SCAG's population projections for the City of Los Angeles subregion and as such, the project would be consistent with the AQMP.

Conclusion

With approval of the proposed discretionary actions described above, the project would not conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project site and impacts would be less than significant.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The project site is located within the heavily urbanized community of Los Angeles. No habitat conservation plan or natural community conservation plan apply to the project site or project area. As such, the project would not conflict with a habitat conservation plan. No impact would occur and no mitigation measures are necessary.

XI. MINERAL RESOURCES

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?

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[9], nor is the site classified as a mineral producing area by the California Geological Survey (CGS).[10] 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.

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[9] *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995. Figure GS-1.*

[10] *State of California Department of Conservation, California Geologic Survey, map of California Principal Mineral-Producing Localities 1990-2000.*

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). [11] 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.

XII. NOISE

Would the project result in:

a. **Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

b. **Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?**

c. **Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

d. **Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

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

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[11] *State of California Department of Conservation, California Geologic Survey, map of California Principal Mineral-Producing Localities 1990-2000.*

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

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

L_{eq} – An L_{eq}, or equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

L_{max} – The maximum instantaneous noise level experienced during a given period of time.

L_{min} – The minimum instantaneous noise level experienced during a given period of time.

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

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

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

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors, such as the weather and reflecting or barriers, also help intensify or reduce the noise level at any

given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically "hard" locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically "soft" locations (i.e., the area between the source and receptor is normal earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. In addition, noise levels are also generally reduced by 1 dBA for each 1,000 feet of distance due to air absorption. Noise levels may also be reduced by intervening structures – generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The normal noise attenuation within residential structures with open windows is about 17 dBA, while the noise attenuation with closed windows is about 25 dBA.[12]

a. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

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

Construction Noise

Construction-related noise impacts 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.

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

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

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 B-8, Noise Range of Typical Construction Equipment, and Table B-9, Typical Outdoor Construction Noise Levels, respectively, at a distance of 50 feet from the noise source (i.e., reference distance).

The noise levels shown in Table B-8 represent composite noise levels associated with typical construction activities, which take into account both the number of pieces and spacing of heavy construction equipment that are typically used during each phase of construction. As shown in Table B-9, construction noise during the heavier initial periods of construction is estimated to be approximately 86 dBA L_{eq} when measured at a reference distance of 50 feet from the center of construction activity.

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

Table B-9
Noise Range of Typical Construction Equipment

Construction Equipment	Noise Level in dBA L_{eq} at 50 Feet [a]
Front Loader	73-86
Trucks	82-95
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Vibrator	68-82
Saws	72-82
Pneumatic Impact Equipment	83-88
Jackhammers	81-98
Pumps	68-72
Generators	71-83
Compressors	75-87
Concrete Mixers	75-88
Concrete Pumps	81-85
Back Hoe	73-95
Tractor	77-98
Scraper/Grader	80-93
Paver	85-88

[a] *Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.*

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

Table B-10
Typical Outdoor Construction Noise Levels

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

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

Baseline Ambient Noise Levels

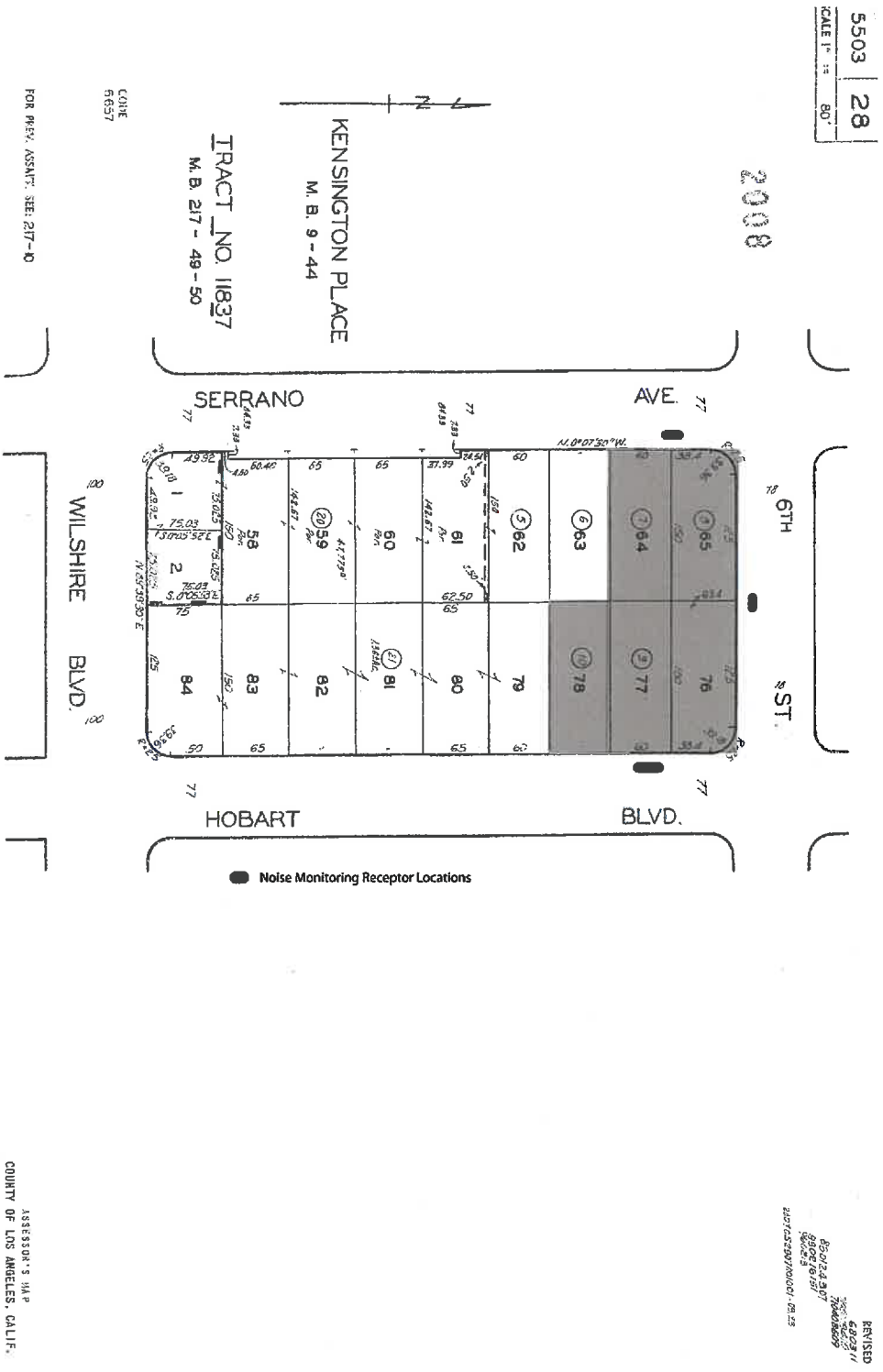
Land uses on the properties surrounding the Project Site primarily include surface parking, office/commercial, and multi-family residential uses. Among these land uses, several uses have been identified and depicted in Table B-12, as the most likely sensitive receptors to experience noise level increases during construction. To identify the existing ambient noise levels in the general vicinity of the Project Site, representative noise measurements were taken at the Project Site with a Larson Davis 824 sound level meter, which meets the requirement specified in LAMC Section 111.01(l) that the instruments be "Type S2A" standard instruments or better. This instrument was calibrated and operated according to the manufacturer's written specifications. At each measurement site, the microphone was placed at a height of approximately five feet above grade. The measured noise levels are shown in Table B-11, Existing Ambient Daytime Noise Levels in Project Site Vicinity. In addition, the noise measurement location and the noise sensitive receptors are illustrated in Figure B-3, Noise Monitoring and Sensitive Receptor Location Map.

Table B-11
Existing Ambient Daytime Noise Levels in Project Site Vicinity

No.	Location	Primary Noise Sources	Noise Level Statistics [a]		
			L_{eq}	L_{min}	L_{max}
1	South Side of 6th Street fronting the Project Site.	Traffic noise along 6th Street, commercial and pedestrian activity in the area.	68.4	55.2	86.3
2	West Side of the Project Site along Serrano Avenue.	Commercial uses and parking lot along the east side of Serrano Avenue.	55.2	43.6	75.6
3	East Side of the Project Site along Hobart Boulevard.	Multiple Family Residential and Parking Garage along the west side of Hobart Boulevard.	50.1	41.4	73.2

Notes:
[a] Noise measurements were taken on August 25, 2017 for a duration of 15 minutes.
Source: MaxSum Development, LLC, August 2017.

Figure B3- Noise Monitoring Receptors Location Map



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 development to the south 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

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 within three 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. As is typical for multi-family residential buildings, cars entering and exiting the structure at all hours of the day and night can become a nuisance to occupants of the building and adjacent buildings. As such, the Department of City Planning recommends the driveway ramps be constructed of noise-attenuating materials such as concrete surfaces. With implementation of Mitigation Measure Noise-2, noise impacts associated with the Proposed Project's subterranean parking garage would be reduced to ensure operational noise impacts are 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.

Exposure to Ambient Noise Levels

6th Street is a designated Avenue II running east/west along the northern boundary of the project site. It generally provides two (2) travel lanes, with left-turn lanes at intersections, and on-street metered parking on the north side of 6th Street. Serrano Avenue is a designated Local Street running north/south adjacent to the western boundary of the project site. It provides one travel lane in each direction with metered parking on both sides of the street. Hobart Boulevard is also designated a Local Street adjacent to the eastern boundary of the project site. It provides one travel lane in each direction with metered parking on both sides of the street. The surrounding and adjoining properties are zoned C2-2 and R5-2.

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. In order to ensure that on-site residences would not be adversely impacted by ambient urban noise levels, Mitigation Measure Noise-3 would ensure that dwelling units associated with 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. With implementation of Mitigation Measure Noise-3, impacts associated with interior noise levels at the proposed residences would be less than significant.

b. Would the project result in exposure of persons to or 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.

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

Less Than Significant Impact. A significant impact may occur if the Proposed Project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Proposed Project. A project would normally have a significant impact on noise levels from Proposed Project operations if the Proposed Project causes the ambient noise level measured at the property line of affected uses that are shown in Table XI-4, Community Noise Exposure (CNEL), to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category, or any 5 dBA or greater noise increase. Thus, a significant impact would occur if noise levels associated with operation of the Proposed Project would increase the ambient noise levels by 3 dBA CNEL at homes where the resulting noise level would be at least 70 dBA CNEL. In addition, any long-term increase of 5 dBA CNEL or more is considered to cause a significant impact. Generally, in order to achieve a 3 dBA CNEL increase in ambient noise from traffic, the volume on any given roadway would need to double. In addition to analyzing potential impacts in terms of CNEL, the analysis also addresses increases in on-site noise sources per the provisions of the LAMC, which establishes a Leq standard of 5 dBA over ambient conditions as constituting a LAMC violation.

Table B-12
Community Noise Exposure (CNEL)

Land Use	Normally Acceptable[a]	Conditionally Acceptable[b]	Normally Unacceptable[c]	Clearly Unacceptable[d]
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 75
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 75
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 70

Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 75
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

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

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

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

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

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

Traffic Noise

In order for a new noise source to be audible, there would need to be a 3 dBA or greater CNEL noise increase. As discussed above, the traffic volume on any given roadway would need to double in order for a 3 dBA increase in ambient noise to occur. According to the data provided in the Project Traffic Study, the proposed development would result in a maximum net increase of 1,966 net new daily vehicle trips, including 84 a.m. peak hour trips and 124 p.m. peak hour trips. As designed, the Proposed Project would not have the potential to double the traffic volumes on any one intersection or roadway segment in the vicinity of the Project Site. As such, the Proposed Project would not have the potential to increase roadway noise levels by 3 dBA, and thus traffic generated noise impacts would be considered less than significant.

Operational Noise

Stationary Noise Sources

New stationary sources of noise, such as rooftop mechanical HVAC equipment would be installed on the proposed building at the Project Site. As discussed in Question XI(a) above, the design of this equipment would be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, because the noise levels generated by the HVAC equipment serving the Proposed Project would not be allowed to exceed the ambient noise level by five decibels on the premises of the adjacent properties, a substantial permanent increase in noise levels would not occur at the nearby sensitive receptors. This impact would be less than significant.

d. Would the project result in a substantial temporary or periodic increase in ambient noise levels

in the project vicinity above levels existing without the project?

Potentially Significant Unless Mitigation Incorporated. Impacts associated with construction as discussed in this Section XII.a would be mitigated by existing regulation and operational noise would be mitigated to a less than significant level with the implementation of Mitigation Measures Noise-1, Noise-2 and Noise-3. These measures would ensure the Proposed Project does not result in a substantial temporary or periodic increase in ambient noise levels that would impact potential inhabitants of the development as well as the immediately surrounding population.

NOISE-1 Increased Noise Levels (Parking Structure Ramps)

Environmental impacts may result from project implementation due to noise from cars using the parking ramp. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- Concrete, not metal, shall be used for construction of parking ramps.
- The interior ramps shall be textured to prevent tire squeal at turning areas.
- Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

NOISE-2 Increased Noise Levels (Mixed-Use Development)

Environmental impacts to proposed on-site residential uses from noises generated by proposed on-site commercial uses may result from project implementation. However, the potential impact will be mitigated to a less than significant level by the following measure:

- Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

NOISE – 3 Severe Noise Levels (Residential Fronting on Major or Secondary Highway, or adjacent to a Freeway)

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

e. **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

No impact. The proposed project site is not located within an airport land use plan area or within two miles of a public airport or public use airport. Therefore, construction or operation of the project would not expose people to excessive airport related noise levels. No impacts would occur in this regard.

f. **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

No Impact. The project site is not located within the vicinity of a private airstrip. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels from such uses. No impacts would occur in this regard.

XIII. POPULATION AND HOUSING

Would the project:

a. **Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

Less Than Significant Impact. A significant impact may occur if the Proposed Project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the Proposed area that would otherwise not have occurred as rapidly or in as great a magnitude. 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-13, 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.

Table B-13
SCAG's 2008 RTP Growth Forecast for the City of Los Angeles Subregion

Projection Year	Population	Households	Person/Households
2010	4,057,484	1,386,658	2.92
2030	4,348,281	1,578,850	2.75
Net Change from 2010 to 2030			
No. of Population/Households	290,797	192,192	
Percent Change	6.7%	13.2%	
Source: SCAG, 2008 Regional Transportation Plan (RTP) Update, adopted May 8, 2008.			

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 122 additional residential dwelling

units would result in an increase in approximately 327 net permanent residents in the City of Los Angeles.[13] 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 be less than significant.

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

b. and c. No Impact. The project site is currently developed with commercial and residential structures, which will be demolished. These existing residence structure is currently being used for commercial purposes, therefore no person will be displaced by the development, but will provide an opportunity by the new housing that will be constructed on site. Therefore, no impacts would occur to existing housing with project implementation.

XIV. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a. Fire protection.

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.

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13 *Based on a generation rate of 2.51 residents per dwelling unit. Los Angeles Department of City Planning Demographic Research Unit, Local Estimates Household Population/Wilshire Community Plan Area.*

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 122 dwelling units, 192 hotel guest rooms and 15,200 square feet of commercial space, 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. Impacts related to fire protection would be less than significant with incorporation of Mitigation Measure PS-1 Public Services (Fire).

Mitigation Measures

PS-1 Public Services (Fire)

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

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

b. Police protection.

Potentially Significant Unless Mitigation Incorporated. Local municipal police protection and law enforcement services for the proposed project area are currently provided by the LAPD. With over 9,000 sworn employees, and a city population of more than 3,694,820, LAPD currently has approximately one officer for every 410 citizens throughout the City. The project site is located within the Rampart Division and the Olympic Community Station is located at 1130 S Vermont Ave, approximately 500 feet south of the project site. The Proposed Project will not result in a substantial increase in the population and housing in the surrounding area nor is it expected to significantly affect the existing service capacity of the LAPD. The increase in residences, visitors, employee and traffic in the area would not likely result in the need for additional law enforcement services. However, there is an increased possibility for trespassing, vandalism, and unattractive nuisances during the construction phase. Temporary fencing erected during the construction phase should be enough to feasibly deter such activities. In addition, the project plans will incorporate design guidelines set forth by the Los Angeles Police Department, "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," (City Standard Mitigation Measures List XIV-30) to mitigate impacts to a less than significant level.

Mitigation Measures

PS-2 Public Services (Police – Demolition/Construction Sites)

- Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

PS-3 Public Services (Police) Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a less than significant level by the following measure:

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

c. **Schools.**

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District (LAUSD). The determination of whether the project results in a significant impact on public schools shall be made considering the following factors: (a) the population increase resulting from the project, based on the net increase of residential units or square footage of non-residential floor area; (b) the demand for school services anticipated at the time of project build-out compared to the expected level of service available (consider, as applicable, scheduled improvements to LAUSD services (facilities, equipment, and personnel) and the project's proportional contribution to the demand); (c) whether (and to the degree to which) accommodation of the increased demand would require construction of new facilities, a major reorganization of students or classrooms, major revisions to the school calendar (such as year-round sessions), or other actions which would create a temporary or permanent impact on the school(s); and (d) whether the project includes features that would reduce the demand for school services (e.g., on-site school facilities or direct support to LAUSD).The project site is located within the Los Angeles Unified School District (LAUSD), which serves kindergarten through the twelfth grades. As shown in Table B-14, the estimated net new students to be generated by the proposed project would be 31 new students. This relatively small increase would not be considered to cause a significant impact. However, the proposed apartment development shall comply with applicable school district development fees to be paid before the Proposed Project could be constructed. With the incorporation of the following mitigation measures, impacts on nearby schools as a result of the project would be reduced to a less than significant level.

Table B-14
Estimated Student Generation

Land Use	Size	School Type	Student Generation Factor *	Total Students Generated
Proposed Project				
Multiple Family Residential	122 dwelling units	Elementary School (K-5)	0.1266	15
		Middle School (6-8)	0.0692	8
		High School (9-12)	0.0659	8
			Proposed Project Subtotal	*31*

Note: The number of students has been rounded to the nearest whole number.
**Los Angeles Unified School District, Student Generation Rate Calculation, March 2010*

Mitigation Measures

PS-4 Public Services (Construction Activity Near Schools) Environmental impacts may result from project implementation due to the close proximity of the project to a school. However, the potential impact will be mitigated to a less than significant level by the following measures:

- The developer and contractors shall maintain ongoing contact with administrator of Robert F. Kennedy Community Schools and Hoover Street Elementary School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so

that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.

d. Parks.

Less than Significant Impact. A significant impact would occur if the recreation and park services available could not accommodate the projected population increase resulting from implementation of a project. The Public Recreation Plan (PRP), a portion of the Service Systems Element of the City of Los Angeles General Plan, provides standards for the provision of recreational facilities throughout the City and includes Local Recreation Standards. The desired long-range standard for local parks is based on two acres per 1,000 persons for neighborhood parks and two acres per 1,000 persons for community parks or four acres per 1,000 persons of combined neighborhood and community parks. The Recreation Plan notes that these long-range standards may not be reached during the life of the plan, and, therefore, includes more attainable short- and intermediate-range standards of one (1) acre per 1,000 persons for neighborhood parks and one (1) acre per 1,000 persons for community parks, or two (2) acres per 1,000 people of combined neighborhood and community parks. It is important to note that these standards are Citywide goals and are not intended to be requirements for individual development projects.

The proposed 122 residential units to be constructed as part of the Proposed Project's implementation will not likely affect the demand for parks and related facilities. The Project Site is located within a highly urbanized area of the Wilshire Community Plan and has access to approximately 412 acres of parkland and public recreation facilities throughout the Wilshire Community Plan Area, with Mac Arthur Park within 1.5 miles containing a multitude of amenities (e.g. lake, soccer field, children's play area, walking trail, picnic areas, auditorium, skateboard park, etc.) Based on the standard parkland ratio goal of 4 acres per 1,000 residents, the Proposed Project would generate a need for approximately 1.5 acres (or 65,340 square feet) of public parkland. The Proposed Project will include approximately 38,200 square feet of open space, which includes a fitness center, swimming pool and multi-purpose room for residents. The total amount of open space provided exceeds the minimum code requirements for open space as required by the LAMC by approximately 22,648 square feet. As a result, the Proposed Project will have a less than significant impact on parks. In addition, payment of required impact fees by the proposed mixed-use residential development within the City of Los Angeles per LAMC Sections 12.33 and 17.12 and the City's Dwelling Unit Construction Tax could offset some of the increased demand by helping fund new facilities, as well as the expansion of existing facilities. Therefore, the proposed 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. Accordingly, the proposed project would result in a less-than-significant impact on park facilities.

e. Other governmental services (including roads)

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 the implementation of the Proposed Project. Street dedications (8 feet) will be required along Sixth Street to comply with Local Street standards. However, the resulting impacts are less than significant, and no mitigation measures are required.

XV. RECREATION

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

Less Than Significant Impact. A significant impact may occur if the project would include substantial employment or population growth, which would increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated. The development proposes a total of approximately 20,000 square feet of common open space areas including a swimming pool, jacuzzi outdoor seating areas, restaurant/bar/lounge with outdoor terrace seating all on the eighth floor. The development also proposes an expansive roof top garden space. The inclusion of these common open space and recreation amenities to be provided on-site will serve to reduce or off-set the demand for off-site park services in the local area. Additionally, the Applicant would be required to pay applicable Dwelling Unit Construction Tax fees to offset potential increased demand on public recreational facilities in the area. Therefore, the Proposed Project would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

In addition, payment of required impact fees by the proposed mixed-use residential development within the City of Los Angeles per LAMC Sections 12.33 and 17.12 and the City's Dwelling Unit Construction Tax could offset some of the increased demand by helping fund new facilities, as well as the expansion of existing facilities. Therefore, the proposed 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. Accordingly, the proposed project would result in a less-than-significant impact on park facilities.

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. As previously discussed in Checklist Question XV(a) 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 will not involve any growth inducing population that would affect the service demand. As a result, no impacts from the proposed project are anticipated

XVI. TRANSPORTATION/TRAFFIC

Would the project:

a. Conflict with an applicable plan, ordinance or policy establishing measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less Than Significant Impact. The following analysis is a summary of traffic impacts associated with development of the proposed project based on the *Traffic Study for The 3800 W. 6th Street Mixed-Use Development,* prepared by Gibson Transportation Consulting, Inc. in October 2017 (Appendix 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). The report presents the results of an analysis of existing (2017) conditions and future (2020) traffic conditions before and after completion of the project. Traffic impacts were analyzed for weekday AM and PM peak hour traffic conditions at the following 20 key study intersections. The locations of these study intersections relative to the project are shown in Table B-15. 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 Serrano Avenue and Hobart Boulevard. The driveways would provide full access to the vehicles entering and leaving the site.

To determine whether the addition of project-generated trips results in a significant impact at a study intersection and thus requires mitigation, a transportation impact at a signalized intersection is deemed significant in accordance with Table B-15.

Table B-15
Significant Transportation Impact Thresholds

LOS	Final V/C Ratio	Project Related Increase in V/C
C	0.701 – 0.800	equal to or greater than 0.040
D	0.801 – 0.900	equal to or greater than 0.020
E	0.901 – 1.000	equal to or greater than 0.010
F	> 1.000	equal to or greater than 0.010

Note: V/C Ratio = Volume to Capacity Ratio.
Source: *Traffic Study Policies and Procedures* (LADOT).

Table B-16 provides the existing conditions of the 20 intersections and the projected forecast of the existing plus project conditions, which results in no significant change.

The proposed project is forecast to generate a total of approximately 1,966 net new trips on a typical weekday, including a net increase of 84 morning peak hour trips and a net increase of 124 afternoon peak hour trips. Based on the City of Los Angeles thresholds of significance, the proposed project is forecast to result in no significant traffic impact, and hence, no traffic mitigation measures are required for the proposed project. However, the project shall provide a Transportation Demand Management (TDM) Program as stipulated in the Los Angeles Department of Transportation (LADOT) letter dated November 2, 2017 incorporated herein by reference and is in Appendix B. Additionally, construction parking/off-street parking shall be provided for all contractors and construction workers generated by the Project. No employees or subcontractors shall be allowed to park on surrounding streets for the duration of all construction activities. There shall be no staging or parking of construction vehicles, including vehicles that transport workers, on any residential street in the immediate area. All construction vehicles shall be stored on-site unless returned to the base of operations.

Table B-16

FUTURE WITH PROJECT CONDITIONS (YEAR 2020)
SIGNALIZED INTERSECTION LEVELS OF SERVICE AND SIGNIFICANT IMPACTS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	Western Avenue & 3rd Street	A.M.	0.835	D	0.837	D	0.002	NO
		P.M.	0.871	D	0.874	D	0.003	NO
2.	Hobart Boulevard 3rd Street	A.M.	0.589	A	0.593	A	0.004	NO
		P.M.	0.581	A	0.589	A	0.008	NO
3.	Normandie Avenue & 3rd Street	A.M.	0.738	C	0.739	C	0.001	NO
		P.M.	0.749	C	0.752	C	0.003	NO
4.	Wilton Place & 6th Street	A.M.	0.833	D	0.834	D	0.001	NO
		P.M.	0.889	D	0.890	D	0.001	NO
5.	Western Avenue & 6th Street	A.M.	0.603	B	0.605	B	0.002	NO
		P.M.	0.653	B	0.654	B	0.001	NO
6.	Serrano Avenue & 6th Street	A.M.	0.517	A	0.521	A	0.004	NO
		P.M.	0.611	B	0.617	B	0.006	NO
7.	Hobart Boulevard & 6th Street	A.M.	0.537	A	0.544	A	0.007	NO
		P.M.	0.594	A	0.619	B	0.025	NO
8.	Normandie Avenue & 6th Street	A.M.	0.791	C	0.793	C	0.002	NO
		P.M.	0.802	D	0.804	D	0.002	NO
9.	Vermont Avenue & 6th Street	A.M.	0.874	D	0.875	D	0.001	NO
		P.M.	0.819	D	0.820	D	0.001	NO
10.	Wilton Place & Wilshire Boulevard	A.M.	0.958	E	0.959	E	0.001	NO
		P.M.	0.971	E	0.973	E	0.002	NO
11.	Western Avenue & Wilshire Boulevard	A.M.	1.047	F	1.050	F	0.003	NO
		P.M.	1.174	F	1.183	F	0.009	NO
12.	Serrano Avenue & Wilshire Boulevard	A.M.	1.194	F	1.196	F	0.002	NO
		P.M.	1.185	F	1.188	F	0.003	NO
13.	Hobart Boulevard & Wilshire Boulevard	A.M.	0.461	A	0.485	A	0.024	NO
		P.M.	0.469	A	0.497	A	0.028	NO
14.	Normandie Avenue / Irolo Street & Wilshire Boulevard	A.M.	0.927	E	0.932	E	0.005	NO
		P.M.	1.139	F	1.150	F	0.011	YES
15.	Vermont Avenue & Wilshire Boulevard	A.M.	1.072	F	1.074	F	0.002	NO
		P.M.	1.139	F	1.144	F	0.005	NO
16.	Western Avenue & 8th Street	A.M.	0.727	C	0.729	C	0.002	NO
		P.M.	0.802	D	0.806	D	0.004	NO
17.	Hobart Boulevard & 8th Street	A.M.	0.486	A	0.491	A	0.005	NO
		P.M.	0.559	A	0.568	A	0.009	NO
18.	Irolo Street & 8th Street	A.M.	1.019	F	1.025	F	0.006	NO
		P.M.	1.103	F	1.113	F	0.010	YES
19.	Vermont Avenue & 8th Street	A.M.	0.843	D	0.844	D	0.001	NO
		P.M.	0.865	D	0.867	D	0.002	NO
20.	Irolo Street & James M Wood Boulevard	A.M.	0.826	D	0.831	D	0.005	NO
		P.M.	0.918	E	0.925	E	0.007	NO

b. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less Than Significant Impact. The Congestion Management Program (CMP) was created statewide because of Proposition 111 and is implemented locally by the Los Angeles County Metropolitan

Transportation Authority (Metro). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways comprises the CMP system. Per CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted where:

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed project will add 50 or more vehicle trips during either AM or PM weekday peak hours.

- At CMP mainline freeway-monitoring locations, where the project will add 150 or more trips, in either direction, during the either the AM or PM weekday peak hours.

Any CMP freeway monitoring segment where a project is expected to add 150 or more trips in any direction during any hour requires a TIA. This is the threshold at which significant freeway impacts might occur according to the CMP, necessitating a more detailed analysis. As previously noted, the project would generate 84 trips during the AM peak hour, and 124 trips during the PM peak hour. Since none of these directional volumes exceed the CMP freeway threshold of 150 trips per direction, no CMP freeway TIA is warranted.

In conclusion, less than significant impacts to CMP designated roads or highway would occur and no mitigation measures are necessary.

c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The project site is not located within an airport land use plan or within two miles of an airport or private airstrip. Additionally, the proposed project does not propose any uses that would change air traffic patterns or generate air traffic. As such, safety risks associated with a change in air traffic patterns would not occur and no mitigation measures are necessary.

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

Less Than Significant Impact. Under existing conditions, access to the project site is provided via ingress/egress curb cuts located along Serrano Avenue and Hobart Boulevard. 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. Thus, impacts would be less than significant in this regard.

e. **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 6th Street, Serrano Avenue and Hobart Boulevard 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 Serrano Avenue and Hobart Boulevard. 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. As such, construction and operation of the project would result in a less than significant impact with respect to emergency access.

f. **Conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

Less than Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the Proposed Project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on- or off-site. The Proposed Project would not require the disruption of public transportation services or the alteration of public transportation routes. 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 following table (Table B17) provides descriptions of the transit lines that traverse major roadway corridors in the immediate vicinity of the project site. 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.

Table B-17
Transit Service Summary

Transit Line	Operating Route			Headway Weekday	
	From:	To:	Via:	AM	PM
Metro Lines					
16/316	Downtown LA	Century City	3rd St	1-7 Mins	2-6 Mins
18	Wilshire Center	Montebello	6th St	5-9 Mins	6-15 Mins
20	Downtown LA	Santa Monica	Wilshire Blvd	3-9 Mins	7-15 Mins
66/366	Wilshire Center	Montebello	8th St, Olympic Blvd	1-10 Mins	5-10 Mins
204	Hollywood	Athens	Vermont Ave	6-10 Mins	6-12 Mins
206	Hollywood	Athens	Normandie Ave	8-12 Mins	5-8 Mins
Metro Rapid Bus					
720	Santa Monica	Commerce	Wilshire Blvd	4-13 Mins	6-10 Mins
754	Athens	Hollywood	Vermont Ave	6-14 Mins	8-14 Mins
Metro Transitway					
Wilshire Rapid Express 920	Santa Monica	Midtown LA	Wilshire Blvd	6-17 Mins	6-16 Mins
Metro Rail Service					
Purple Line	Union Station	Wilshire/Western	Wilshire Blvd	4-6 Mins	5-7 Mins
Red Line	Union Station	North Hollywood	Wilshire Blvd, Vermont Ave	4-6 Mins	5-7 Mins
Dash Lines					
Wilshire Center/Koreatown - Clockwise Route	Vermont/Wilshire	Western/9th	Vermont Ave	20 Mins	20 Mins
Wilshire Center/Koreatown - Counterclockwise Route	Vermont/Wilshire	9th/Irolo	Vermont Ave, Olympic Blvd	20 Mins	20 Mins
Foothill Transit					
481	El Monte	Downtown LA	Wilshire Blvd	10-20 Mins	10-20 Mins

XVII. TRIBAL CULTURAL RESOURCES

a. **Would the project cause a substantial adverse change in the significance of a tribal resource, defined in public resource code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: listed or eligible for listing in the California register of historical resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or**

Less Than Significant Impact. As discussed in Checklist Question V.A, Cultural Resources, above, the Project Site is currently developed with commercial uses and does not contain any historic resource either listed or eligible for listing in the California Register or in a local register of historical resources. Therefore, impacts would 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, pace, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe 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 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. Assembly Bill 52 (AB 52) establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. 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 Native American Heritage Commission (NAHC) typically provides a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project site. However, there are Regulatory Compliance Measure adopted by the City, which would protect any potential archaeological resources that are discovered during excavation and which would protect any human remains discovered. To ensure any unforeseen and inadvertent discovery of Tribal Cultural Resources (TCR) would not result in any potentially significant impact, in the event that objects or artifacts that may be TCRs are encountered during the course of any ground-disturbance activities, all such activities would temporarily cease on the Project Site until potential TCRs are properly assessed following specific protocol required by the Department of City Planning. Therefore, impacts would be less than significant.

XVIII. UTILITIES

Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less than Significant Impact. The City of Los Angeles Department of Public Works provides wastewater services for the project site. Any wastewater that would be generated by the site would be treated at the Hyperion Treatment Plant, which has been designed to treat 450 million gallons per day (mgpd). The annual increase in wastewater flow to the Hyperion Treatment Plant is limited by City Ordinance No. 166,060 to five mgpd. The project is anticipated to connect to an existing sewer main along 6th Street to accommodate sewer flows from the site to the City's sewer system. The proposed 122 residential condominium units, 192 hotel guest rooms with 15,200 square feet of commercial retail space will generate approximately 64,016 gallons per day of wastewater (based on the Los Angeles CEQA Threshold Guide). This flow will be mitigated by the implementation of water conservation measures such as those required by Titles 20 and 24 of the California Administrative Code would also help reduce wastewater flows as well. Therefore, the project would not be expected to exceed the wastewater treatment requirements of the RWQCB. The estimated wastewater flows from the project would be expected to have a less than significant impact to the City's wastewater conveyance or treatment systems.

b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. The proposed project would result in increased water demand and wastewater generation. However, the proposed project will connect to the city's existing water and wastewater treatment facilities and is not expected to create a need to expand these existing facilities.

Table B-18 shows the limited amount of wastewater to be generated by the proposed project. Thus, the project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities.

Table B-18
Proposed Calculated Wastewater Generation

15,200 square feet Commercial	0.08 Gal/Day/sq. ft.	1,216
122 Dwelling Units	200/Dwelling Unit	24,400
192 Guest Rooms	200/Guest Room	38,400
	Total	**64,016**

Source: Generation Factors are based on unit of measurement found in the 2006 Los Angeles CEQA Thresholds Guide, Exhibit M.2-12 Sewage Generation Factor

LADWP conducts water planning based on forecast population growth. Accordingly, the increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth. The potential addition of 590 persons as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. 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. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. Because the project development concept would not substantially affect the amount of imperious surface area on the subject site, post development runoff quantities would not be expected to increase substantially. The Proposed Project will be required to demonstrate compliance with Low Impact Development Ordinance standards and retain or treat the first ¾ inch of rainfall in a 24-hour period. In addition, existing NPDES permit and Regional Water Quality Control Board (RWQCB) requirements supporting federal water quality standards and criteria established under the Clean Water Act (CWA) apply to the project site. In combination, requirements and procedures in Section IX of this document, the potential for the Project to implement facilities or activities that would violate water quality standards, waste discharge requirements, or otherwise substantially degrade water quality is considered less than significant.

d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?

Less than Significant Impact. As discussed in response to Checklist Questions XVI.a, and XVI.d of this Initial Study, the proposed project under normal operation would generate approximately 64,016 gallons of wastewater per day. However, the proposed increase to wastewater service demand is negligible in comparison to the existing service area of the wastewater service purveyor. No deficiencies have been identified in these wastewater treatment facilities. Therefore, impacts on available wastewater treatment capacity of the wastewater treatment plants that serve the project site would be less than significant. The City of Los Angeles Department of Water and Power (DWP) would provide water to the project site. On-site water consumption is commonly estimated as 125 percent of on-site wastewater generation. Based on the average wastewater generation of 64,016 gpd as indicated in Response to Checklist Question XVI.a, the proposed project would result in estimated water consumption of approximately 80,020 gpd when fully occupied. The project is anticipated to connect to an existing DWP water main line along 6th Street to provide water to the project site.

Compliance with water conservation measures such as those required by Titles 20 and 24 of the California Administrative Code and the Los Angeles Green Building Code will reduce the projected water demand of the project. Construction of the project would include all necessary on- and off-site water infrastructure improvements and connections to adequately connect to the City's existing water system. Because the project falls below any of the thresholds contained in recently enacted water supply legislation including SB610 and SB221, those requirements relating to water supply and water planning would not be triggered.

More specifically, the project would be required to prepare a water supply assessment if the project would demand an amount of water equivalent to, or greater than the amount of water required by a 500 dwelling unit project. Utilizing the sewage generation factor for two-bedroom single-family dwelling (180 gpd per unit) as stated in the L.A. CEQA Threshold Guide, a 500 dwelling project would generate 90,000 gpd of wastewater. Thus, based on 125 percent of on-site wastewater generation, the water demand for a 500 dwelling unit project would be approximately 112,500 gpd.

Since the project would have a demand of 82,845 gpd of water, it would not create a demand equal to or greater than a 500 dwelling unit project. Nevertheless, DWP's most recent Urban Water Management Plan indicates that a sufficient water supply is expected to be available to serve projects such as that proposed. Therefore, sufficient water supplies would be available to serve the project from existing entitlements and resources, and new or expanded entitlements would not be necessary. The estimated water demand generated by the project would have a less than significant impact.

Through the permitting process the project applicant the project will be required to comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water

less in the cooler months and during the rainy season). Adherence to such regulations will reduce any potential impacts on local water supplies to less than significant levels.

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

Less than Significant Impact. As discussed in response to Checklist Questions XVI.a, and XVI.d of this Initial Study, the proposed project under normal operation would generate approximately 64,016 gallons of wastewater per day. However, the proposed increase to wastewater service demand is negligible in comparison to the existing service of the area of the wastewater service purveyor. No deficiencies have been identified in these wastewater treatment facilities. Therefore, impacts on available wastewater treatment capacity of the wastewater treatment plants that serve the project site would be less than significant.

f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less than Significant Impact. Various public agencies and private companies provide solid waste management services in the City of Los Angeles. Solid waste generated on-site would be collected and transported by a private contractor. Site-generated solid waste would be disposed of at one of several Class III landfills located within Los Angeles County. Based on solid waste generation factors from the California Integrated Waste Management Board (CIWMB), the proposed 122 condominiums and 192 hotel guest rooms would generate approximately 170 tons of solid waste per year.[14] The proposed commercial uses would generate approximately 480 tons per year of solid waste. In total, the project would generate approximately 650 tons of solid waste per year. While these waste generation factors do not account for recycling and other waste diversion measures, the project-related waste is estimated to generate approximately 0.375 percent of the solid waste disposed in the City of Los Angeles.[15] Given that the site is currently occupied with commercial and residential uses, it is not anticipated to create a significant demand more than the completed project during construction. Existing regulations related to recycling during construction and operation phases of the project, require that the project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.

In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70 percent by 2013, the project will be required to salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would

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[14] *Based on CIWMB disposal rates, http://www.ciwmb.ca.gov/wastechar/wastegenerates.*

[15] *Based on the total solid waste disposal rate in the City of Los Angeles for the year 2000, which was approximately 3.9 million tons.*

be accomplished though the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. In compliance with the Los Angeles Municipal Code, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.

In compliance with AB341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB341.

g. Comply with federal, state, and local statutes and regulations related to solid waste?

Less than Significant Impact. Solid waste management is guided by the California Integrated Waste Management Act of 1989, which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. The Act requires that localities conduct a Solid Waste Generation Study (SWGS) and develop a Source Reduction Recycling Element (SRRE). The City of Los Angeles prepared a Solid Waste Management Policy Plan that was adopted by the City Council in 1994. The project would operate in accordance with the City's Solid Waste Management Policy Plan in addition to applicable federal and state regulations associated with solid waste. Thus, less than significant impacts regarding solid waste generation and disposal would occur with project implementation.

XIX. MANDATORY FINDINGS OF SIGNIFICANCE

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than Significant Impact. A significant impact would occur only if the Proposed Project results in potentially significant impacts for any of the above issues. The Proposed Project is located in a densely populated urban area and would have no unmitigated significant impacts with respect to biological resources or California's history or pre-history. The preceding analysis does not reveal any significant unmitigable impacts to the environment. Based on these findings and with the incorporation of the mitigation measures listed above, the project is not expected to degrade the quality of the environment. The existing site is currently developed with commercial and residential uses. The site does not support sensitive plant or animal species. As discussed above in Section V.a., the project site does not contain any historical structures as defined by the CEQA Guidelines. Additionally, although no known direct impacts to historic resources are anticipated, precautionary mitigation measures are recommended to ensure any impacts upon cultural resources are mitigated to less than significant levels in the unlikely event any such

historic, archaeological, or paleontological materials are accidentally discovered during the construction process. Therefore, impacts would be less than significant.

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

Less than Significant Impact. The potential for cumulative impacts occurs when a proposed project, in conjunction with one or more related projects, would yield a future impact that is greater than that which would occur with the development of only the proposed project. Compliance with applicable regulations would preclude cumulative impacts for a number of environmental issues. In addition, cumulative impacts are concluded to be less than significant for those issues for which it has been determined that a proposed project would have no impact. Environmental issues meeting this criterion for the proposed project include agricultural resources, mineral resources, and recreation. Compliance with applicable federal, State and City regulations and incorporation of identified mitigation measures would also preclude significant cumulative impacts with regards to aesthetics, air quality, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, transportation/traffic, and utilities and service systems.

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

Potentially Significant Impact Unless Mitigation Incorporation: A significant impact may occur if the Proposed Project has the potential to result in significant impacts, as discussed in the preceding sections. Based on the preceding environmental analysis, with the implementation of the recommended mitigation measures, the proposed project would not have the potential to cause substantial direct or indirect adverse effects on human beings.

5.0 Prepares of IS/MND and Persons Consulted

5.0 PREPARERS OF THIS IS/MND AND PERSONS CONSULTED

Environmental Consultant

- MaxSum Development, LLC
  Planning & Land Development Consulting
  3016 E. Colorado Boulevard, #5626
  Pasadena, CA 91117
  626. 422. 0351
  Milan L. Garrison, President

Technical Subconsultants

- TRAFFIC STUDY
  Gibson Transportation Consulting, Inc.
  523 W. 6th Street, Suite 1234
  Los Angeles, CA 90014
  213. 683. 0088

- AIR QUALITY AND GREENHOUSE GAS EMISSIONS QUANTIFICATION REPORT
  MaxSum Development, LLC
  Planning & Land Development Consulting
  3016 E. Colorado Boulevard, #5626
  Pasadena, CA 91117
  626. 422. 0351
  Milan L. Garrison, President

- PHASE I ENVIRONMENTAL ASSESSMENT
  Gaston and Associates
  2691 Richter Avenue, Suite 109
  Irvine, CA 92606
  949. 752.7229

- GEOTECHNICAL CONSUTANT
  Albus-Keefe and Associates
  1011 N. Armando Street
  Anaheim, CA 92806
  714. 630. 1626

- ARCHITECT
  MVE + Partners
  1900 Main Street
  Irvine, CA 92614

949. 809. 3388
Matthew F. McLarand

CEQA Lead Agency

- City of Los Angeles
  Department of City Planning
  200 N. Spring Street, Room 621
  Los Angeles, CA 90012
  213. 978. 1165

Project Applicant

- 3800 West 6th Street, LLC
  3800 W. 6th Street
  Los Angeles, CA 90020
  213. 908. 5634
  Leo Lee

Appendix A: Air Quality & Greenhouse Gas Emissions Quantification Report

Appendix B: Traffic Study

Appendix C: Phase I Environmental Site Assessment

Appendix D: Geotechnical Report

Mitigation Monitoring Program

Mitigation Measure	Responsible Agency or Party	Action Required	Monitoring Agency or Party	Timing
XII. NOISE				
NOISE-1 Increased Noise Levels (Demolition, Grading, and Construction Activities) • The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible. • Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday. • Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. • The project contractor shall use power construction equipment	Project Applicant	Monitor during construction and operations	City of Los Angeles Building Department/Code Enforcement	During construction and operation

Mitigation Measure	Responsible Agency or Party	Action Required	Monitoring Agency or Party	Timing
with state-of-the-art noise shielding and muffling devices. • The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.				
NOISE-3 Increased Noise Levels (Mixed-Use Development) Environmental impacts to proposed on-site residential uses	Project Applicant	Monitor during construction	City of Los Angeles Building	During construction

Mitigation Measure	Responsible Agency or Party	Action Required	Monitoring Agency or Party	Timing
from noises generated by proposed on-site commercial uses may result from project implementation. However, the potential impact will be mitigated to a less than significant level by the following measure: • Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413. **Severe Noise Levels (Residential Fronting on Major or Secondary Highway, or adjacent to a Freeway)** • All exterior windows having a line of sight of a Major or Secondary Highway shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Coefficient (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or		and operations	Department/Code Enforcement	and operation

Mitigation Measure	Responsible Agency or Party	Action Required	Monitoring Agency or Party	Timing
any amendment thereto. • The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.				
XIV. PUBLIC SERVICES				
PS-1 Public Services (Fire) Environmental impacts may result from project implementation due to the location of the project in an area having marginal fire protection facilities. However, this potential impact will be mitigated to a less than significant level by the following measure: • The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire	Project Applicant	Submit plans to the Fire Department for review and approval	City of Los Angeles City Fire Department	During the Building Plan Check process

Mitigation Measure	Responsible Agency or Party	Action Required	Monitoring Agency or Party	Timing
Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.				
PS-2 Public Services (Police – Demolition/Construction Sites) • Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.				
PS-3 Public Services (Construction Activity Near Schools) Environmental impacts may	Project Applicant	Monitor during construction	City of Los Angeles Building	During construction

Mitigation Measure	Responsible Agency or Party	Action Required	Monitoring Agency or Party	Timing
result from project implementation due to the close proximity of the project to a school. However, the potential impact will be mitigated to a less than significant level by the following measures: • The developer and contractors shall maintain ongoing contact with administrator of Robert F. Kennedy Community Schools. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained. • The developer shall install appropriate traffic signs around the site to ensure		and operations	Department/Code Enforcement	and operation

Mitigation Measure	Responsible Agency or Party	Action Required	Monitoring Agency or Party	Timing
pedestrian and vehicle safety. • There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school. Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.				
PS-4 Public Services (Schools affected by Haul Route) • LADBS shall assign specific haul route hours of operation based upon The Robert F. Kennedy Community Schools hours of operation. • Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus.	Project Applicant	Monitor during construction and operations	City of Los Angeles Building Department/Code Enforcement	During construction and operation