City of Los Angeles

Department of City Planning

City Hall • 200 N. Spring Street, Room 763 • Los Angeles, CA 90012

INITIAL STUDY/PROPOSED MITIGATED NEGATIVE DECLARATION

Hollywood Community Plan Area

Tommie Hotel

Case Numbers: ENV-2016-4313-MND, CPC-2016-270-VZC-HD-CUB-SPR, and VTT-74735

Project Location: *6516-6526 W. Selma Avenue, Los Angeles, CA 90028*

Council District: *13 – Mitch O'Farrell*

Project Description: *The project proposes to demolish the existing surface parking lot and construct an 8-story, approximately 95-foot-tall, 79,621-square-foot mixed-use building consisting of a 212-guest-room hotel with guest amenities, and ground-floor and rooftop bars/lounges primarily for the use of hotel guests but accessible to the public. The proposed gross floor area would result in a floor-to-area ratio of 3.83:1. Parking would be provided on site within a four-level subterranean structure providing 205 parking stalls, including 140 stalls for the hotel use and 65 stalls for use by the off-site Hollywood Citizen News Building. The project would also provide 52 bicycle parking spaces (at least 18 short-term and 18 long-term spaces) in compliance with the Los Angeles Municipal Code (LAMC). Amenities would include common areas such as bar/lounge, fitness center, and pool/fitness area. Landscape and exterior spaces would include ground level courtyard and paseo, patio, and rooftop bar, pool deck, and fitness area. The Project Applicant is requesting ministerial and discretionary approvals as part of the Project, including without limitation:*

a) *Vesting Tract Map, pursuant to LAMC Section 17.15, for the merger of lots into one master lot and subdivision for condominium purposes containing 212 hotel condominium units;*
b) *Vesting Zone and Height District Change, pursuant to LAMC Section 12.32.F, from C4-2D to [Q]C2-2D to permit the construction of a 212-guest-room hotel, including 79,621 square feet of floor area and a 3.83:1 FAR;*
c) *A Conditional Use Permit, pursuant to LAMC Section 12.24.W.1, for the on-site sale and dispensing of alcoholic beverages incidental to a proposed 79,621 square-foot, 212-guest-room hotel, including ground floor lounges, coffee bar, outdoor courtyard and dining areas, pedestrian paseo and outdoor bars, and rooftop terrace with an overall total of 409 seats;*
d) *Site Plan Review, pursuant to LAMC Section 16.05 to permit the construction, use, and maintenance of a hotel with greater than 50 guest rooms;*
e) *Demolition, grading, excavation, shoring, and building permits; and*
f) *Other permits, ministerial or discretionary, as may be necessary pursuant to various sections of the LAMC from the City of Los Angeles Department of Building and Safety (and other municipal agencies) in order to execute and implement the Project. Such approvals may include, but are not limited to landscaping plan approvals, stormwater discharge permits, permits for temporary street closures, installation and hookup approvals for public utilities, haul route approvals, and related permits.*

APPLICANT:	***PREPARED BY:***	***ON BEHALF OF:***
6516 Tommie Hotel, LLC	*EcoTierra Consulting, Inc.*	*The City of Los Angeles Department of City Planning*

December 2016

Tommie Hotel

6516, 6516 ½, 6518, 6524, 6526 W. SELMA AVENUE

INITIAL STUDY/PROPOSED MITIGATED NEGATIVE DECLARATION

PREPARED FOR:
The City of Los Angeles
Department of City Planning
200 N. Spring Street, Room 763
Los Angeles, CA 90012

APPLICANT:
6516 Tommie Hotel, LLC
1605 N. Cahuenga Boulevard
Los Angeles, CA 90028

PREPARED BY:
EcoTierra Consulting, Inc.
555 W. 5th Street, 31st Floor
Los Angeles, CA 90013

December 2016

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I. INTRODUCTION

1. INTRODUCTION

The subject of this Initial Study is the proposed Tommie Hotel project ("Project"), located at 6516-6526 W. Selma Avenue in the Hollywood Community Plan Area of the City of Los Angeles ("City"). The proposed Project consists of the demolition of the existing surface parking lot and the construction of an 8-story, 95-foot-tall, 79,621-square-foot mixed-use building consisting of a 212-guest-room hotel with on-site amenities, and ground-floor and rooftop bars/lounges primarily for the use by hotel guests but accessible to the public over four levels of subterranean parking at the approximately 20,736-square-foot (0.48-acre) site. The Project is discussed in further detail in Section II (Project Description) of this Initial Study.

2. PROJECT INFORMATION

Project Title: Tommie Hotel

Project Applicant: 6516 Tommie Hotel, LLC
1605 N. Cahuenga Boulevard
Los Angeles, CA 90028

Project Location: 6516, 6516 ½, 6518, 6524, 6526 W. Selma Avenue
Los Angeles, CA 90028

Lead Agency: City of Los Angeles Department of City Planning
200 N. Spring Street, Room 763
Los Angeles, CA 90012

3. PURPOSE AND CONTENTS OF THE INITIAL STUDY

An Initial Study is a preliminary analysis prepared by and for the City of Los Angeles as Lead Agency to determine whether an Environmental Impact Report or a Negative Declaration or Mitigated Negative Declaration must be prepared for a proposed project.

State CEQA Guidelines Section 15063 states:

> (a) The Lead Agency shall conduct an Initial Study to determine if the project may have a significant effect on the environment. If the Lead Agency can determine that an EIR will clearly be required for the project, an Initial Study is not required but may still be desirable.
>
> (1) All phases of project planning, implementation, and operation must be considered in the Initial Study of the project.
>
> (2) The lead agency may use an environmental assessment or a similar analysis prepared pursuant to the National Environmental Policy Act.
>
> (3) An initial study may rely upon expert opinion supported by facts, technical studies or other substantial evidence to document its findings. However, an initial study is neither intended nor required to include the level of detail included in an EIR.

(b) Results.

(1) If the agency determines that there is substantial evidence that any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the Lead Agency shall do one of the following:

(A) Prepare an EIR, or

(B) Use a previously prepared EIR which the Lead Agency determines would adequately analyze the project at hand, or

(C) Determine, pursuant to a program EIR, tiering, or another appropriate process, which of a project's effects were adequately examined by an earlier EIR or negative declaration. Another appropriate process may include, for example, a master EIR, a master environmental assessment, approval of housing and neighborhood commercial facilities in urban areas, approval of residential projects pursuant to a specific plan described in section 15182, approval of residential projects consistent with a community plan, general plan or zoning as described in section 15183, or an environmental document prepared under a State certified regulatory program. The lead agency shall then ascertain which effects, if any, should be analyzed in a later EIR or negative declaration.

(2) The Lead Agency shall prepare a Negative Declaration if there is no substantial evidence that the project or any of its aspects may cause a significant effect on the environment.

(c) Purposes. The purposes of an Initial Study are to:

(1) Provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or a Negative Declaration.

(2) Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration.

(3) Assist in the preparation of an EIR, if one is required, by:

(A) Focusing the EIR on the effects determined to be significant,

(B) Identifying the effects determined not to be significant,

(C) Explaining the reasons for determining that potentially significant effects would not be significant, and

(D) Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.

(4) Facilitate environmental assessment early in the design of a project;

(5) Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;

(6) Eliminate unnecessary EIRs; and

(7) Determine whether a previously prepared EIR could be used with the project.

(d) Contents. An Initial Study shall contain in brief form:

(1) A description of the project including the location of the project;

(2) An identification of the environmental setting;

(3) An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries. The brief explanation may be either through a narrative or a reference to another information source such as an attached map, photographs, or an earlier EIR or negative declaration. A reference to another document should include, where appropriate, a citation to the page or pages where the information is found.

(4) A discussion of the ways to mitigate the significant effects identified, if any;

(5) An examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls; and

(6) The name of the person or persons who prepared or participated in the Initial Study.

(e) Submission of Data. If the project is to be carried out by a private person or private organization, the Lead Agency may require such person or organization to submit data and information which will enable the Lead Agency to prepare the Initial Study. Any person may submit any information in any form to assist a Lead Agency in preparing an Initial Study.

(f) Format. Sample forms for an applicant's project description and a review form for use by the lead agency are contained in Appendices G and H. When used together, these forms would meet the requirements for an initial study, provided that the entries on the checklist are briefly explained pursuant to subsection (d)(3). These forms are only suggested, and public agencies are free to devise their own format for an initial study. A previously prepared EIR may also be used as the initial study for a later project.

(g) Consultation. As soon as a Lead Agency has determined that an Initial Study will be required for the project, the Lead Agency shall consult informally with all Responsible Agencies and all Trustee Agencies responsible for resources affected by the project to obtain the recommendations of those agencies as to whether an EIR or a Negative Declaration should be prepared. During or immediately after preparation of an Initial Study for a private project, the Lead Agency may consult with the applicant to determine if the applicant is willing to modify the project to reduce or avoid the significant effects identified in the Initial Study.

A "Mitigated Negative Declaration" is prepared for a project when the Initial Study has identified potentially significant effects on the environment, but (1) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed 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 effect on the environment would occur, and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment.

As shown in the following environmental analysis contained in this Initial Study, the implementation of the proposed Project could cause some potentially significant impacts on the environment, but these potentially significant impacts would be reduced to less than significant impacts by Project revisions in the form of mitigation measures. With regard to some other impacts, the Initial Study shows that no substantial evidence indicates that the proposed Project would have significant environmental impacts. Consequently, this Initial Study concludes that a Mitigated Negative Declaration shall be prepared for the proposed Project.

4. ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into six sections as follows:

Introduction: This section provides introductory information such as the Project title, the Project Applicant, and the designated Lead Agency for the proposed Project.

Project Description: This section provides a detailed description of the proposed Project including the environmental setting, Project characteristics, related Project information, Project objectives, and environmental clearance requirements.

Initial Study Checklist: This section contains the completed Initial Study Checklist showing the significance level under each environmental impact category.

Environmental Impact Analysis: This section contains an assessment and discussion of impacts for each environmental issue identified in the Initial Study Checklist. Where the evaluation identifies potentially significant effects, mitigation measures are provided to reduce such impacts to less than significant levels.

Preparers of the Initial Study and Persons Consulted: This section provides a list of consultant team members and governmental agencies that participated in the preparation of the Initial Study.

Acronyms & Abbreviations: This section includes a list of acronyms and abbreviations used in the Initial Study.

II. PROJECT DESCRIPTION

1. PROJECT LOCATION

The project site is located at 6516-6526 W. Selma Avenue in the Hollywood community of the City of Los Angeles (the "City") within Council District 13 (the "Project Site"). The Project Site encompasses three lots on the south side of Selma Avenue between Schrader Boulevard to the west and Wilcox Avenue to the east. The location of the Project Site is shown in Figure II-1 (Regional Vicinity and Project Location Map). The Project Site is associated with Assessor Parcel Numbers (APN) 5547-017-008 and 5547-017-030. It should be noted that APN 5547-017-030 also includes the Hollywood Citizen News Building (1545 and 1551 N. Wilcox Avenue) to the east of the Project Site; however, only the surface parking lot portion of the APN is part of the Project Site.

Regional access to the Project Site is provided via the Hollywood Freeway (U.S. Route 101), located approximately 0.49 mile to the north. The nearest freeway access is to the northeast via Argyle Avenue. Direct local access to the Project Site is provided via Selma Avenue. Secondary local access to the Project Site is provided via, but not limited to, the following roadways: Schrader Boulevard, Wilcox Avenue, Hollywood Boulevard, Sunset Boulevard, Cahuenga Boulevard, and Highland Avenue. Public transit access to the area of the Project Site is provided by multiple agencies including the Los Angeles County Metropolitan Transportation Authority ("Metro") with numerous bus routes along Sunset Boulevard (Local Lines 2/302) and Hollywood Boulevard (Local Lines 212/312, 217, 222, Rapid 780); and the City of Los Angeles Department of Transportation (LADOT) with a DASH Line along Hollywood Boulevard. Metro Rail Red Line runs along the Hollywood Boulevard right-of-way near the Project Site, with station stops at Hollywood/Vine, approximately 0.36 mile to the northeast, and Hollywood/Highland, approximately 0.43 mile to the northwest.

2. EXISTING LAND USES

A. Project Site

The Project Site comprises approximately 20,736 square feet of area (approximately 0.48 acre). The Project Site is currently a paved surface parking lot with 82 total parking spaces. The Project Site is surrounded by existing building structures to the west, south, and east, and includes security fencing at the northern perimeter along Selma Avenue. Figure II-2 (Aerial Photo of the Project Site) presents an aerial view of the Project Site, and Figure II-3 (Photos of the Project Site) presents photographs of the Project Site.

B. Land Use Plans/Zoning

The Project Site has a General Plan land use designation of Regional Center Commercial, as set forth in the Hollywood Community Plan. The underlying zone of the Project Site is C4-2D (Commercial Zone – Height District No. 2 with a Development Limitation). The "Development Limitation" limits the total floor area contained in all buildings to not exceed two times the buildable area of the lot. On March 14, 2008, the City Planning Commission approved and recommended the adoption of a zone and height district change to (T)(Q)C4-2D for the construction of a 50-unit commercial office building. The zone and height district change adopted "Q" Conditions and "D" Limitations, Ordinance No. 180,309, pertaining to the development of the site. While the "Q" Conditions contained conditions pertaining to the use of the site, the "D" Limitations permitted a building with a maximum height of 95 feet and a maximum floor area ratio (FAR) of three and a half times the buildable area of the lot (3.5:1 FAR).

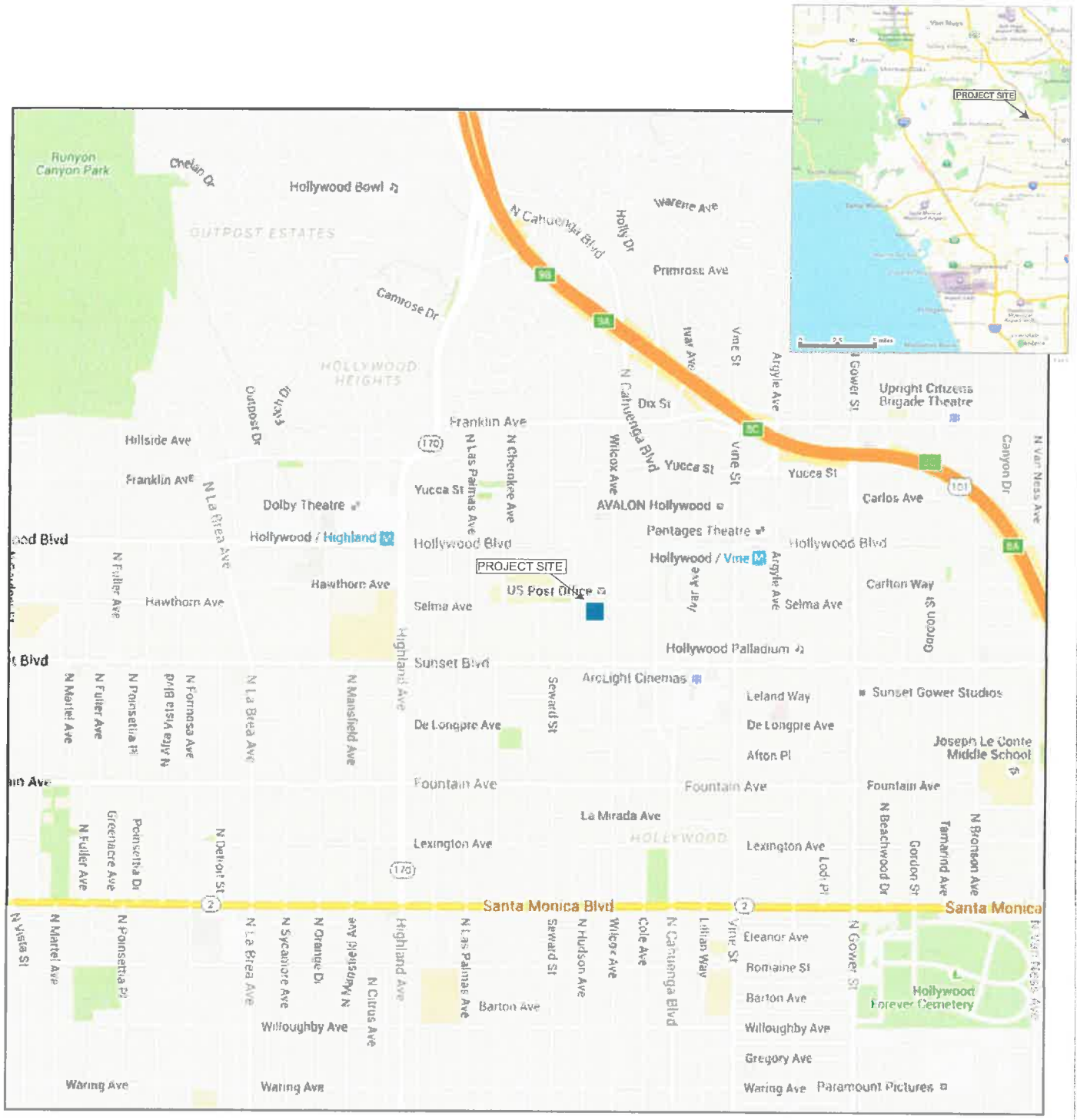

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Figure II-1
Regional Vicinity and Project Location Map

1: 4-Story Residential Building
2: 5-Story Hotel
3: Hollywood Citizen News Building
4: 1-Story Warehouse (now demolished)
5: Office Use
6: U.S. Post Office – Hollywood Station
Project Site

0 300
Scale (Feet)

N

Source: Google Earth, January 2016.

EcoTierra Consulting

Figure II-2
Aerial Photo of the Project Site

View 1: Looking southeast across Selma Avenue toward the Project Site with views of the off-site 5-story hotel and 2-story office buildings in the background to the east of the Project Site.

View 2: Looking south across Selma Avenue toward the Project Site with views of the off-site 2-story office building and Hollywood Athletic Club buildings in the background to the south of the Project Site.

View 3: Looking southwest from Selma Avenue toward the Project Site with views of the off-site 4-story multi-family residential building to the west of the Project Site.

Source: EcoTierra Consulting, January 2016.

EcoTierra consulting

Figure II-3
Photos of Project Site

The Project Site is also within the Hollywood Redevelopment Project Area, the Central City Revitalization Zone, the Los Angeles State Enterprise Zone, and Adaptive Reuse Incentive Areas Specific Plan.

C. Surrounding Land Uses

The Project Site is immediately surrounded to the west, south, and east with development, and is located is a highly urbanized setting in Hollywood, north of Sunset Boulevard, south of Hollywood Boulevard, west of Cahuenga Boulevard, and east of Schrader Boulevard. The community is characterized by a mix of uses including residential, commercial, entertainment, and public facilities.

To the east of the Project Site is a 5-story building at the southwest corner of Selma Avenue and Wilcox Avenue that was recently renovated from an office use to a hotel use, and the 2-story Hollywood Citizen News Building, which is currently used as office space. To the southeast of the Project Site and south of the Hollywood Citizen News Building was a 1-story warehouse located at 1541 Wilcox Avenue, which was recently demolished and is also the site of an approved 200-guest-room hotel with guest and public amenities.[1] To the west of the Project Site is a 4-story multi-family residential building at the southeast corner of Selma Avenue and Schrader Boulevard, and to the south of the Project Site is a 2-story office building and a surface parking lot for the Hollywood Athletic Club. The Hollywood Athletic Club building is located south of this surface parking lot at the northeast corner of Sunset Boulevard and Schrader Boulevard. To the north of the Project Site across Selma Avenue is the U.S. Post Office Hollywood Station at the northwest corner of Selma Avenue and Wilcox Avenue, and a surface parking lot at the northeast corner of Selma Avenue and Schrader Boulevard. Figures II-4 and II-5 (Photos of Surrounding Land Uses) present photos of the land uses in the immediate vicinity of the Project Site.

The Project Site is located in the general vicinity of several notable land uses including the Hollywood-Wilshire YMCA, Blessed Sacrament Church, and Arclight Cinemas within 1,000 feet of the site, and Hollywood Palladium, Pantages Theater, Egyptian Theatre, and Capitol Records Building within 3,000 feet, among others.

Selma Avenue and Schrader Boulevard are classified as a Local Street – Standard and Wilcox Avenue is classified as a Modified Avenue III (Secondary Highway) per the City's Mobility Plan 2035.

3. PROJECT CHARACTERISTICS

A. Project Features

The Project proposes the demolition of the existing surface parking lot and the construction, use, and maintenance of an 8-story, approximately 95-foot-tall, 79,621-square-foot mixed-use building consisting of a 212-guest-room commercial hotel with guest amenities, and ground-floor and rooftop bars/lounges primarily for use by hotel guests but accessible to the public. The proposed gross floor area would result in a floor-to-area ratio of 3.83:1 at the site. The Project would provide on-site parking within a four-level subterranean parking structure accessed from a driveway along Selma Avenue. Uses on the ground level would include building utility areas, conference room/meeting space, lobby and lounges, lobby bar and coffee bar, outdoor courtyard and dining areas, a pedestrian paseo, and outdoor bars. The hotel's guest rooms would be located on levels three through eight (additional building utility areas and storage would occupy level two), and the roof level would include additional amenities such as a swimming pool and deck, raised lounge, bar, fitness and wellness area, patio and events space, garden, game zone, and prep kitchen. Table II-1 (Project Development Summary) summarizes the proposed Project's land use.

---

[1] *City Case Number: CPC-2014-3706-ZC-HD-ZAA-SPR.*

View 1: View looking northwest across Selma Avenue toward a surface parking lot.

View 2: View looking northeast across Selma Avenue toward U.S. Post Office Hollywood Station.

View 3: View looking northwest across Wilcox Avenue toward 2-story Hollywood Citizens News Building.

Source: EcoTierra Consulting, January 2016.

EcoTierra Consulting

Figure II-4
Photos of Surrounding Land Uses

View 5: View looking west across Wilcox Avenue toward 1-story warehouse building (now demolished).

View 6: View looking northeast toward 2-story office building that's directly south of the Project Site.

View 7: View looking southwest across intersection of Selma Avenue and Wilcox Avenue toward 5-story hotel building.

View 8: View looking southeast across intersection of Selma Avenue and Schrader Boulevard toward 4-story multi-family residential building.

Source: EcoTierra Consulting, January 2016.

EcoTierra Consulting

Figure II-5
Photos of Surrounding Land Uses

Table II-1
Project Development Summary

Land Use	Quantity
Guest Rooms	
King-Sized	193
Handicap (ADA)	11
Suite	8
Total Rooms	**212**
Building Utility Areas	
Ground Level	292 sf
Level 2	2,090 sf
Levels 3-8	436 sf
Total Building Utility Areas	**2,818 sf**
Common Areas	
Level 1 – Bar/Lounge	3,855 sf
Level 4 – Fitness	654 sf
Roof – Pool/Fitness	3,816 sf
Total Common Areas	**8,325 sf**
Hotel Support Areas	
Hotel Lobby	4,198 sf
BOH – Ground Level	3,159 sf
BOH – Level 2	2,000 sf
BOH – Roof Level	708 sf
Restrooms – Ground Level	423 sf
Restrooms – Roof Level	508 sf
Bike Storage	350 sf
Total Hotel Support Areas	**11,346 sf**
Landscape/Exterior Spaces	
Courtyard – Ground Level	4,900 sf
Paseo – Ground Level	970 sf
Patio – Level 3	1,370 sf
Planter – Level 3	2,100 sf
Rooftop Bar/Pool Deck/Fitness	8,500 sf
Total Landscape/Exterior Spaces	**17,840 sf**

sf = square feet
Source: Steinberg, November 2016.

Figures II-6 through II-25 illustrate the Project floor plans, design, landscape plans, and a conceptual rendering of the Project.

i) Project Design Concept

Figures II-19 through II-22 (Building Elevations) portray a conceptual image of the proposed building's design and Figure II-25 (Project Rendering) illustrates a rendering of the Project as viewed from Selma Avenue. In accordance with the Hollywood Community Plan and Citywide Commercial Design Guidelines, the building provides a variety of architectural materials and façade variations, with attention to the surrounding environment and toward creating a pedestrian-scaled project at the Selma Avenue street level. The Project at the ground floor is designed to maximize the pedestrian experience with a high ground-floor façade transparency and pedestrian entrances at the Selma Avenue street frontage. The ground floor paseo would facilitate pedestrian connectivity between the ground floor courtyard and Selma Avenue.

Moreover, the design alternates different textures, colors, materials, and distinctive architectural treatments to add visual interest and avoiding repetitive facades. The design would be contemporary with vertical and horizontal articulations, and subdued building colors contrasted by the use of lush greenery providing visual interest. The Project is designed to closely integrate with the scale and character of the existing regional commercial uses nearby, as well as hospitality projects in the district. The rooftop deck would offer scenic views of the City's downtown skyline to the southeast and as well as of the surrounding Hollywood community and Hollywood Sign.

The ground floor would extend to the southern property line whereas the upper floors would be setback approximately 20 feet from the southern property line, thus, creating a podium feature. All parking, trash, loading, and other back-of-house uses would be located within the interior of the building or subterranean parking structure, out of sight from residents of the community, or from neighboring properties. Any rooftop equipment and/or infrastructure would be screened to ensure development compatible with existing properties.

The building would be sustainably designed to meet and/or exceed all City of Los Angeles current building code and Title 24 requirements. As such, the development would incorporate eco-friendly building materials, systems, and features wherever feasible, including Energy Star-rated appliances, water saving/low flow fixtures, non-Volatile Organic Compound paints/adhesives, drought tolerant planting, and a high performance building envelopment.

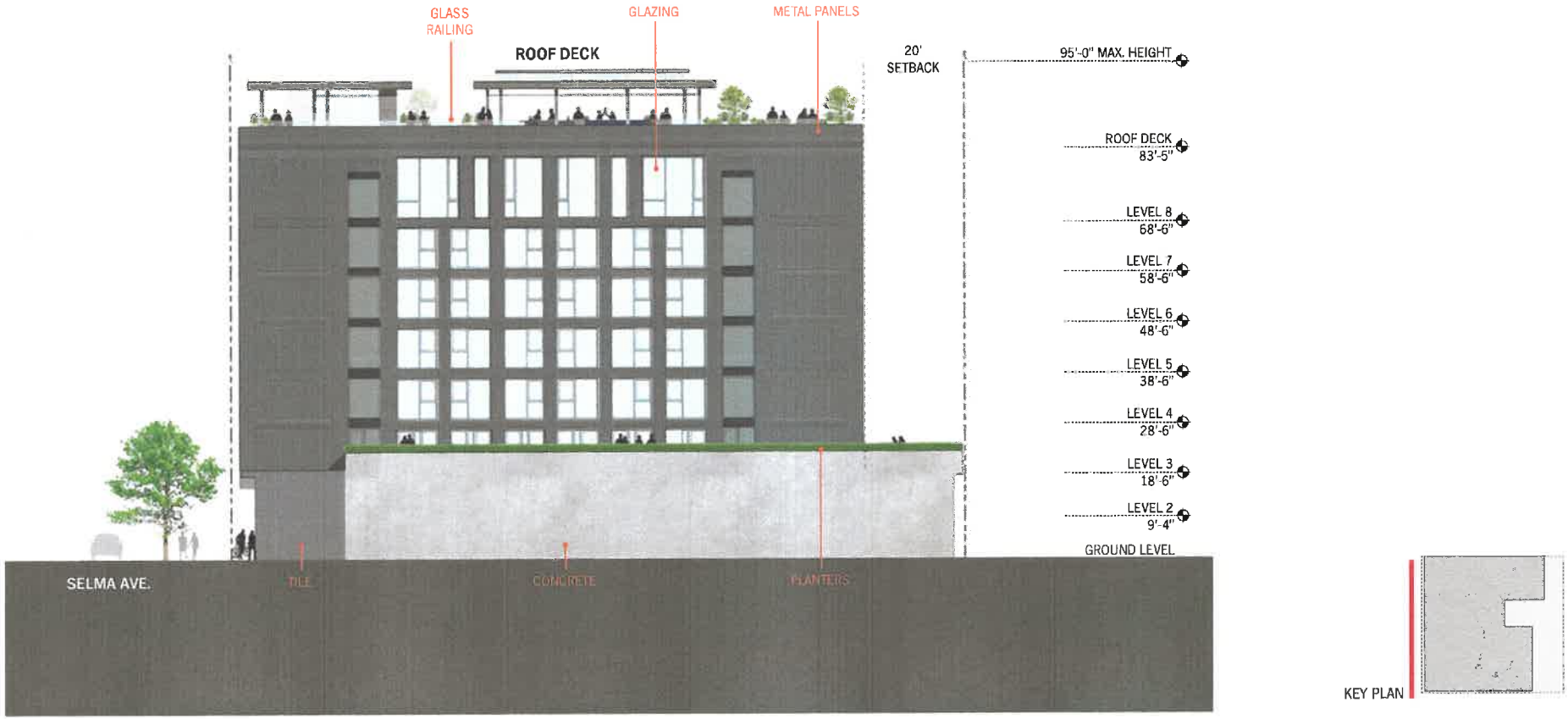
ii) Off-site Improvements

Off-site improvements would include the following:

- Proposed curb cut along Selma Avenue to provide vehicular access from Selma Avenue to the subterranean parking structure, and curb replacement at the existing curb cut to the Project Site.

iii) Access and Parking

The main hotel entrance for pedestrian and vehicles would be accessed from Selma Avenue. Parking at the Project Site would be provided in a four-level subterranean parking structure that is accessed from Selma Avenue (see Figure II-6). The on-site parking structure would provide parking for the hotel use and shared parking for the off-site Hollywood Citizen News Building, which is currently used as office space (see Figure II-2 for location of Hollywood Citizen News Building). During the day, the Project Site is used to provide parking for the Hollywood Citizen News Building. The provision of this shared parking was required under the previously approved office condominium project ("Office Project") (CPC-2007-1607-ZC-HD-SPR). The "Q" qualified condition applicable to the previously-approved Office Project required a minimum of 65 parking spaces for use by the Hollywood Citizen News Building. Though the Project Site is currently required to provide one parking space for the Hollywood Citizen News Building pursuant to a Covenant and Agreement Regarding Maintenance of Off-Site Parking Space (Doc. No. 06-0805823); based on the historical use and operation of the Hollywood Citizen News Building, the Project would voluntarily continue to maintain these 65 parking spaces on-site for use by the Hollywood Citizen News Building. Bicycle parking would also be provided as required by the LAMC. Long-term bicycle parking would be provided in the level one of the subterranean parking structure, and short-term bicycle parking would be provided along Selma Avenue at the Project's frontage. Table II-2 (Required Parking) provides a summary of the LAMC-required parking for the Project.



Source: Five Chairs Steinberg, November 2016.

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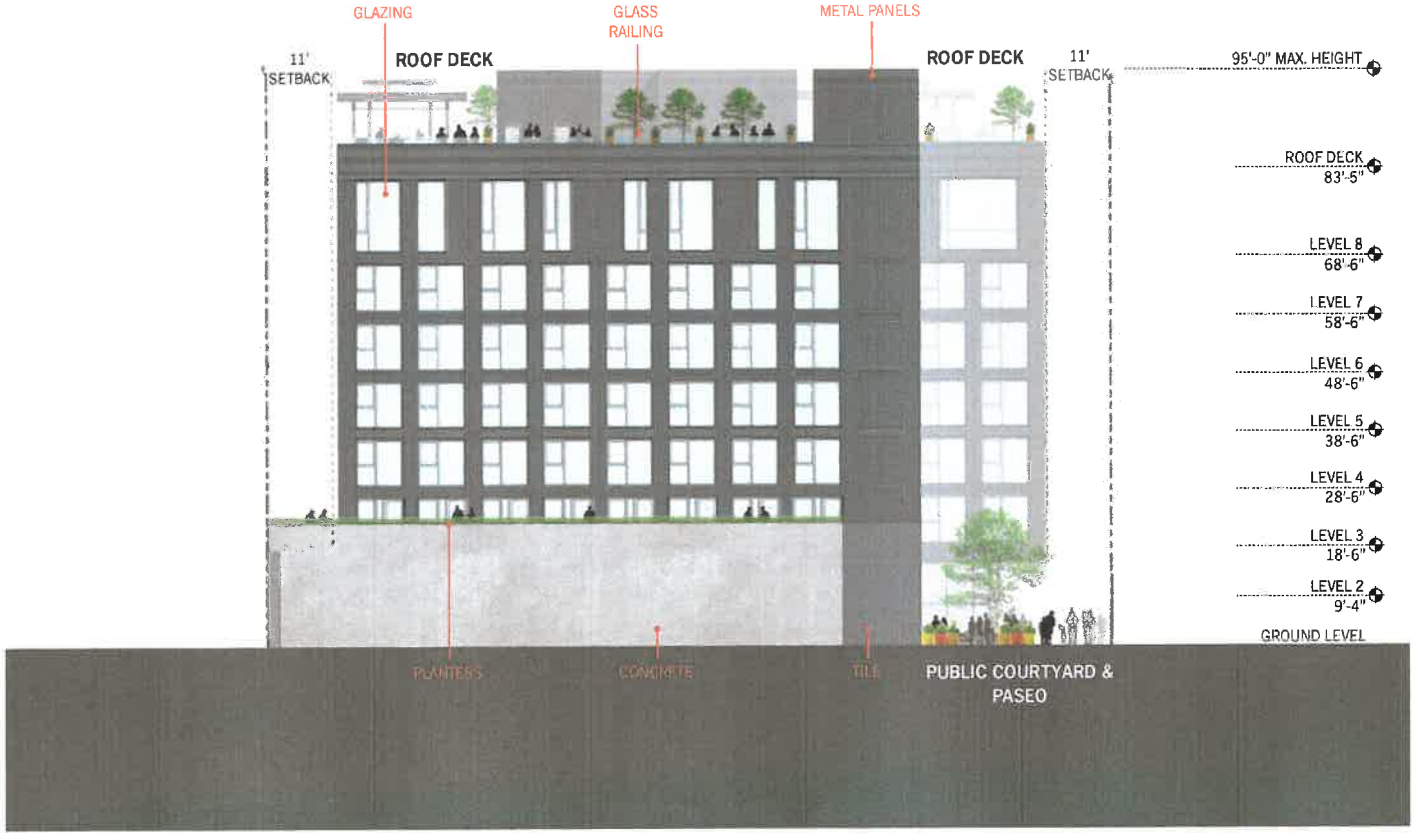
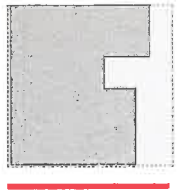
Figure II-22
Building Elevation – West





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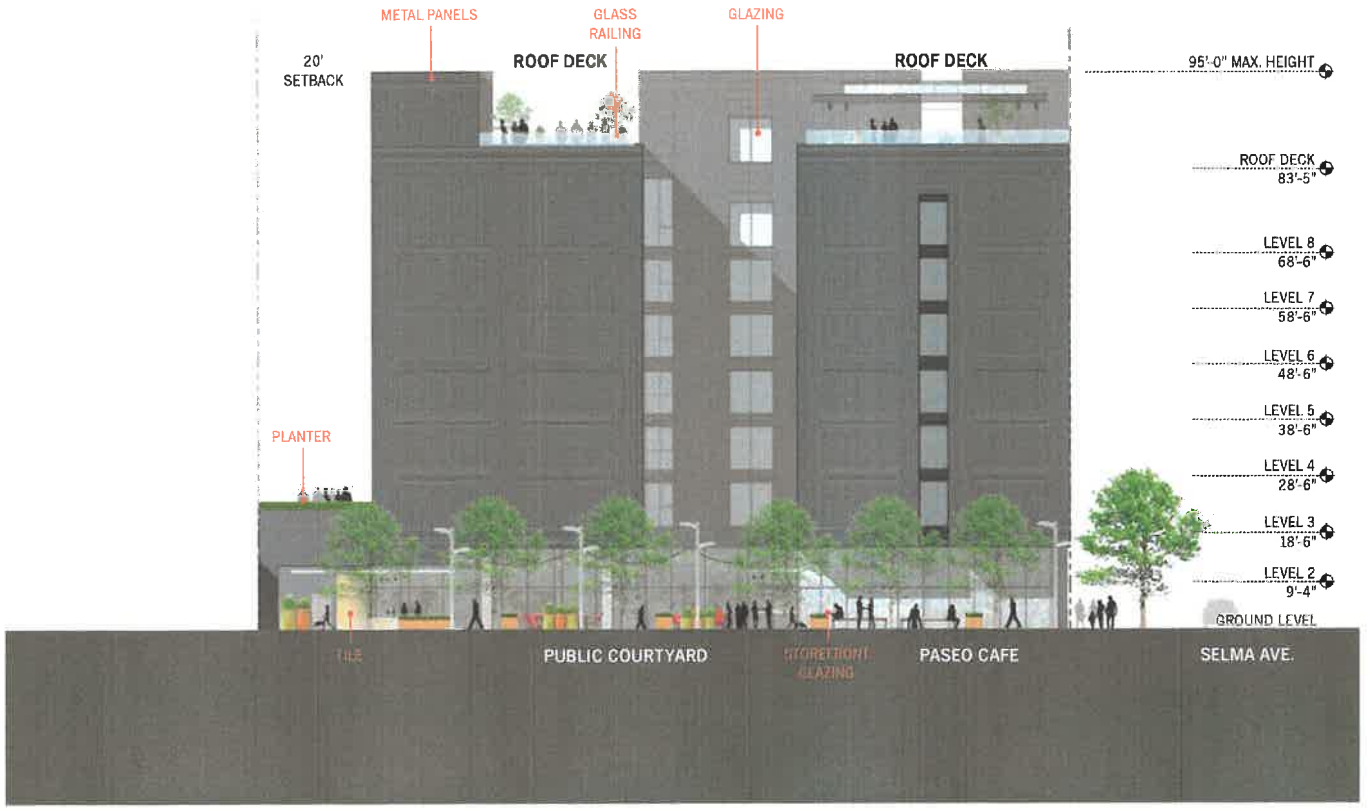

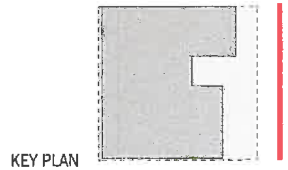

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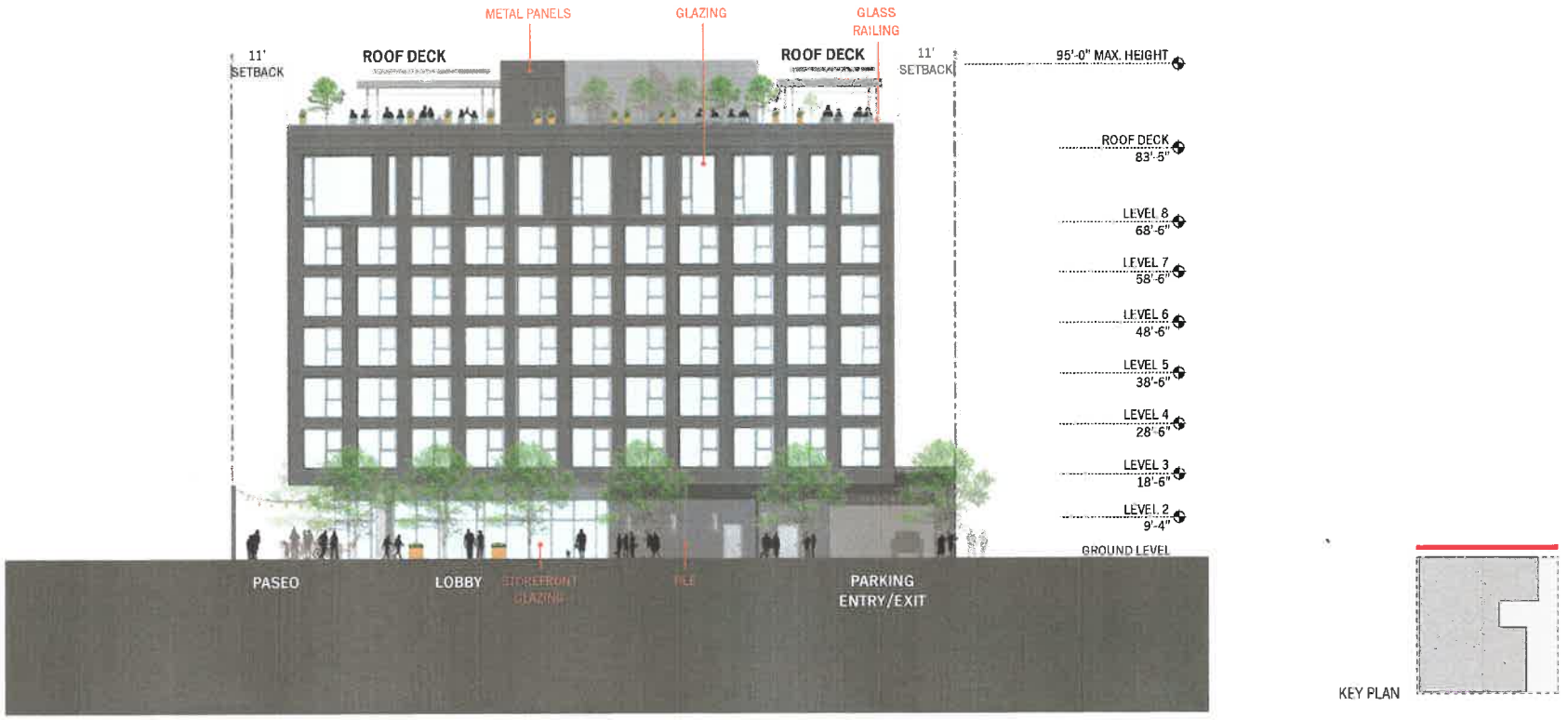

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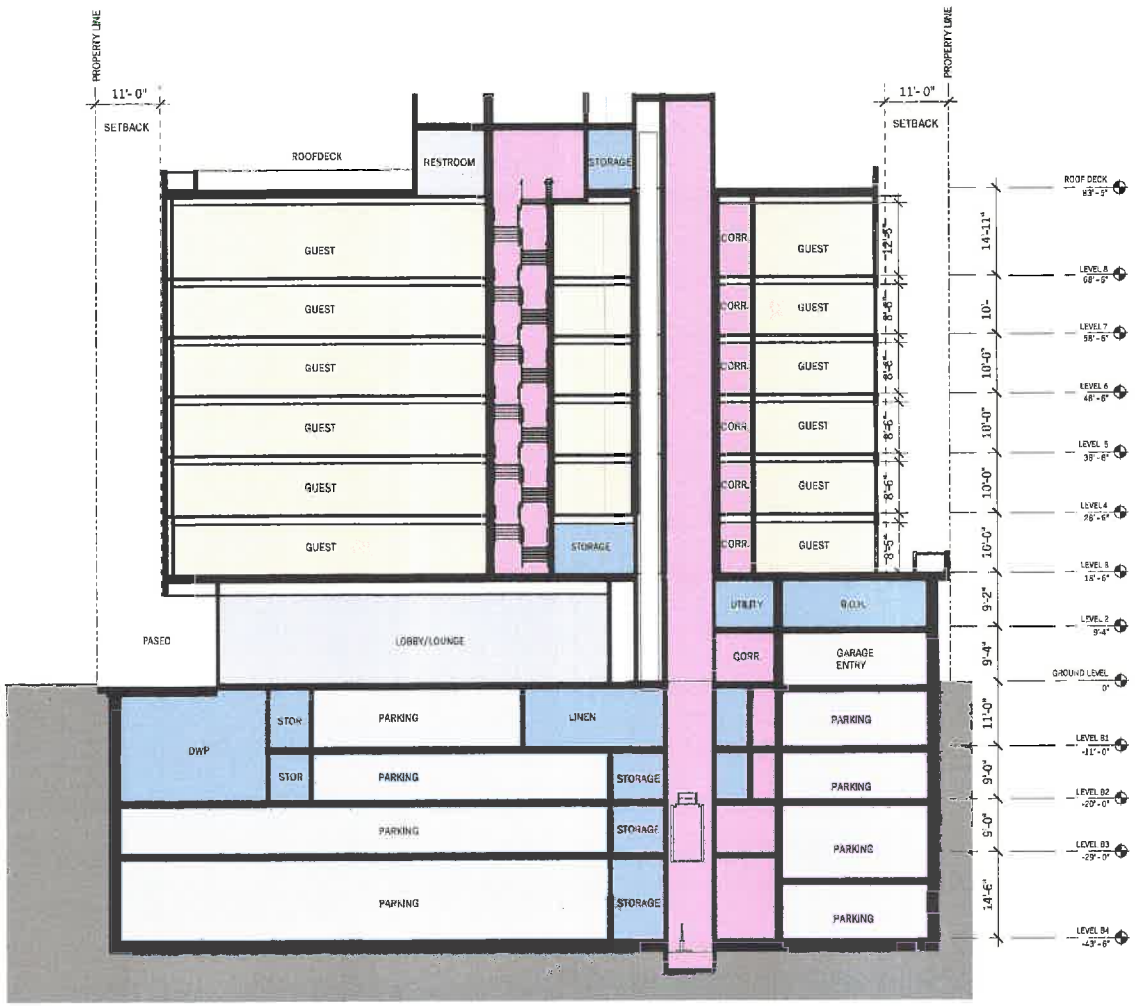
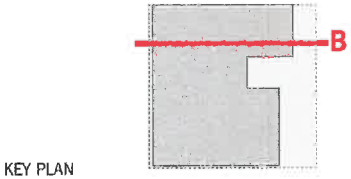
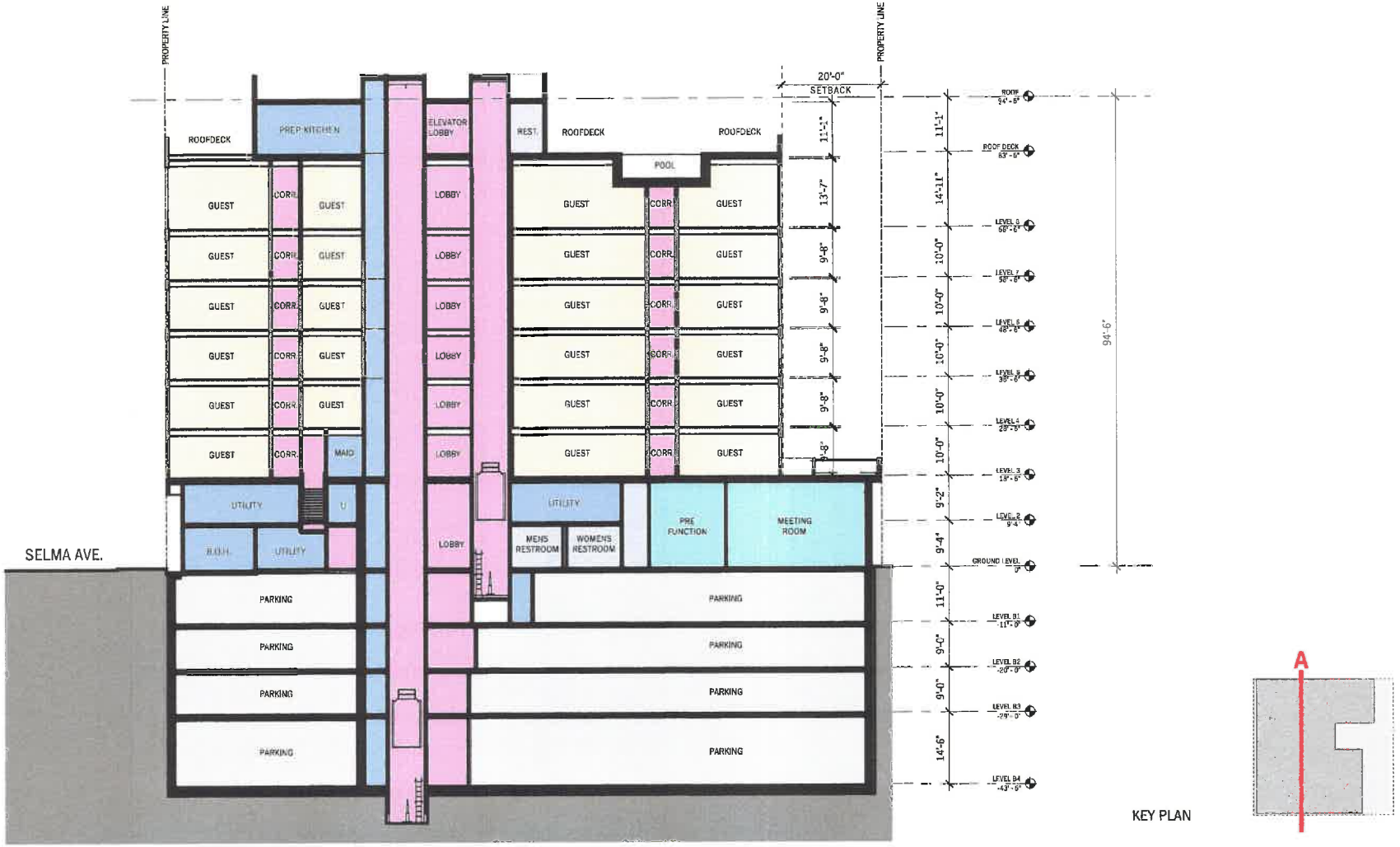




KEY PLAN

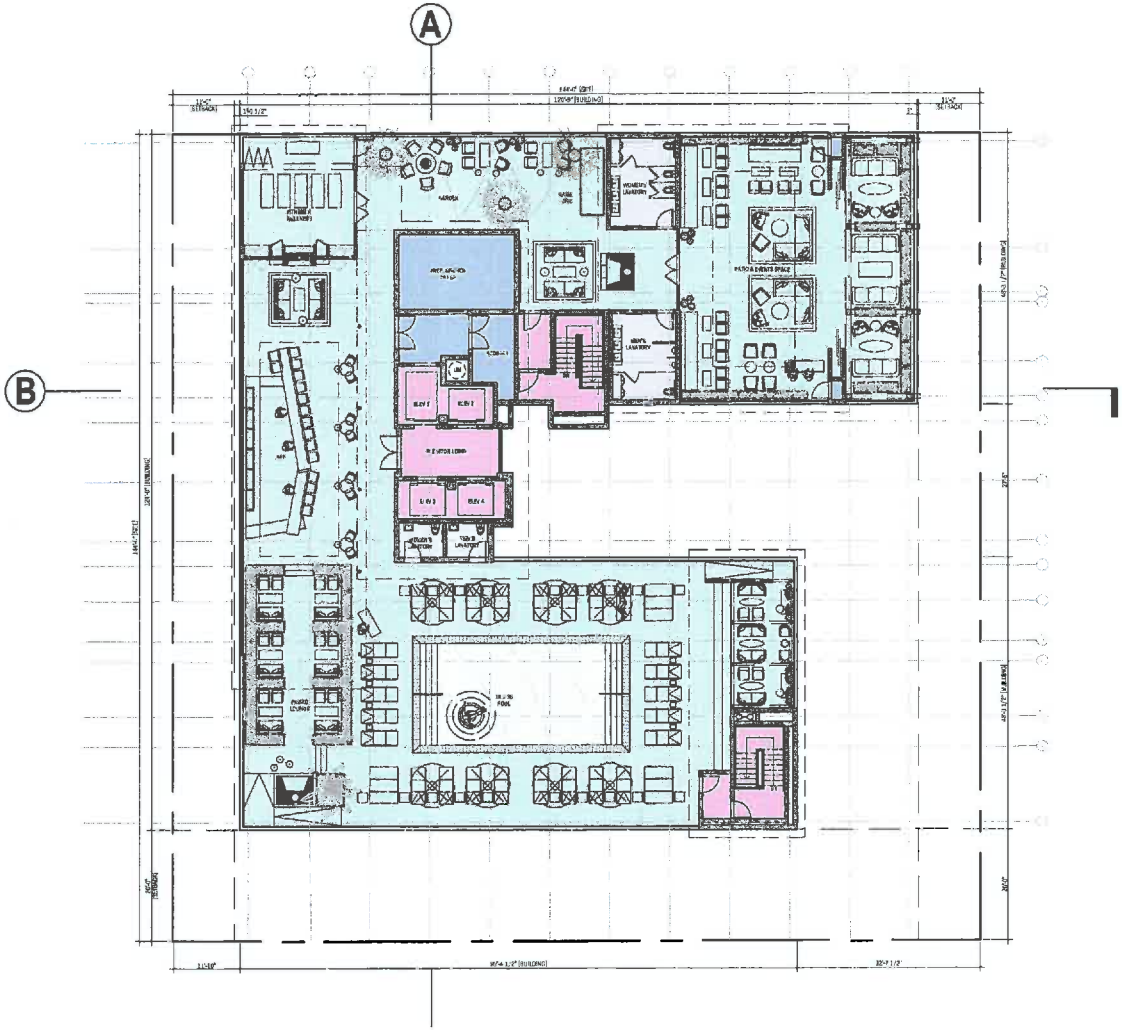
Source: Five Chairs Steinberg, November 2016.

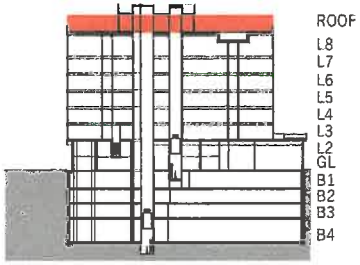


Source: Five Chairs Steinberg, November 2016.

EcoTierra Consulting

Figure II-17
Building Section – A



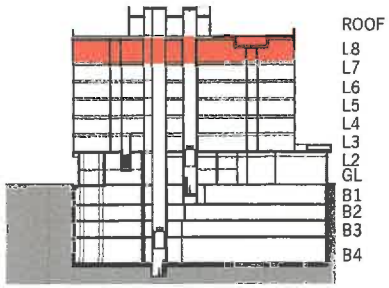


SECTION KEY

Source: Five Chairs Steinberg, November 2016.

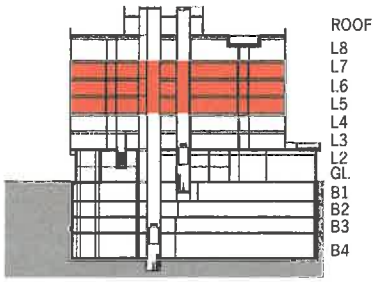
EcoTierra consulting

Figure II-16
Roof Level



SECTION KEY

Source: Five Chairs Steinberg, November 2016.

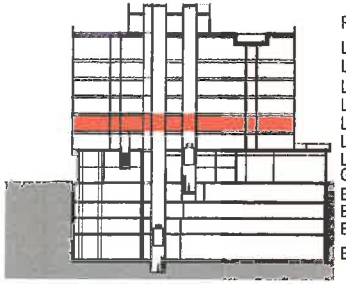


SECTION KEY

Source: Five Chairs Steinberg, November 2016.

EcoTierra consulting

Figure II-14
Levels 5-7



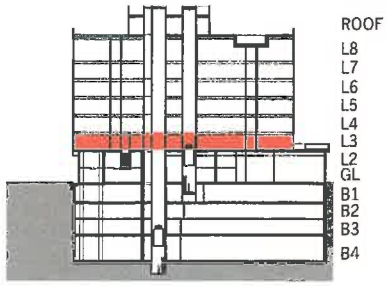
SECTION KEY

N

Source: Five Chairs Steinberg, November 2016.

EcoTierra Consulting

Figure II-13
Level 4

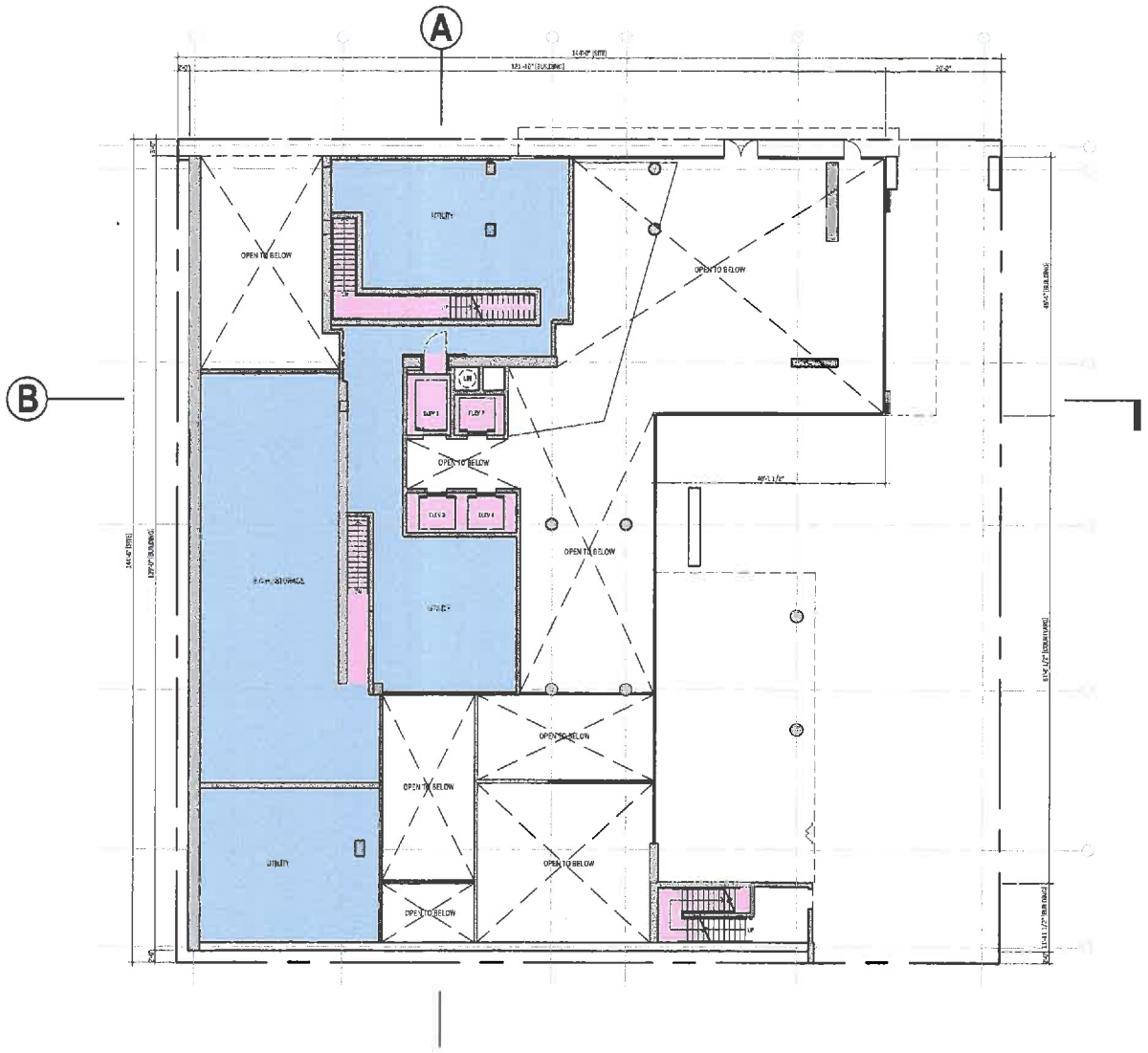


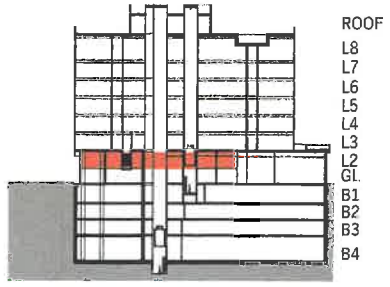
SECTION KEY

Source: Five Chairs Steinberg, November 2016.

EcoTierra Consulting

Figure II-12
Level 3



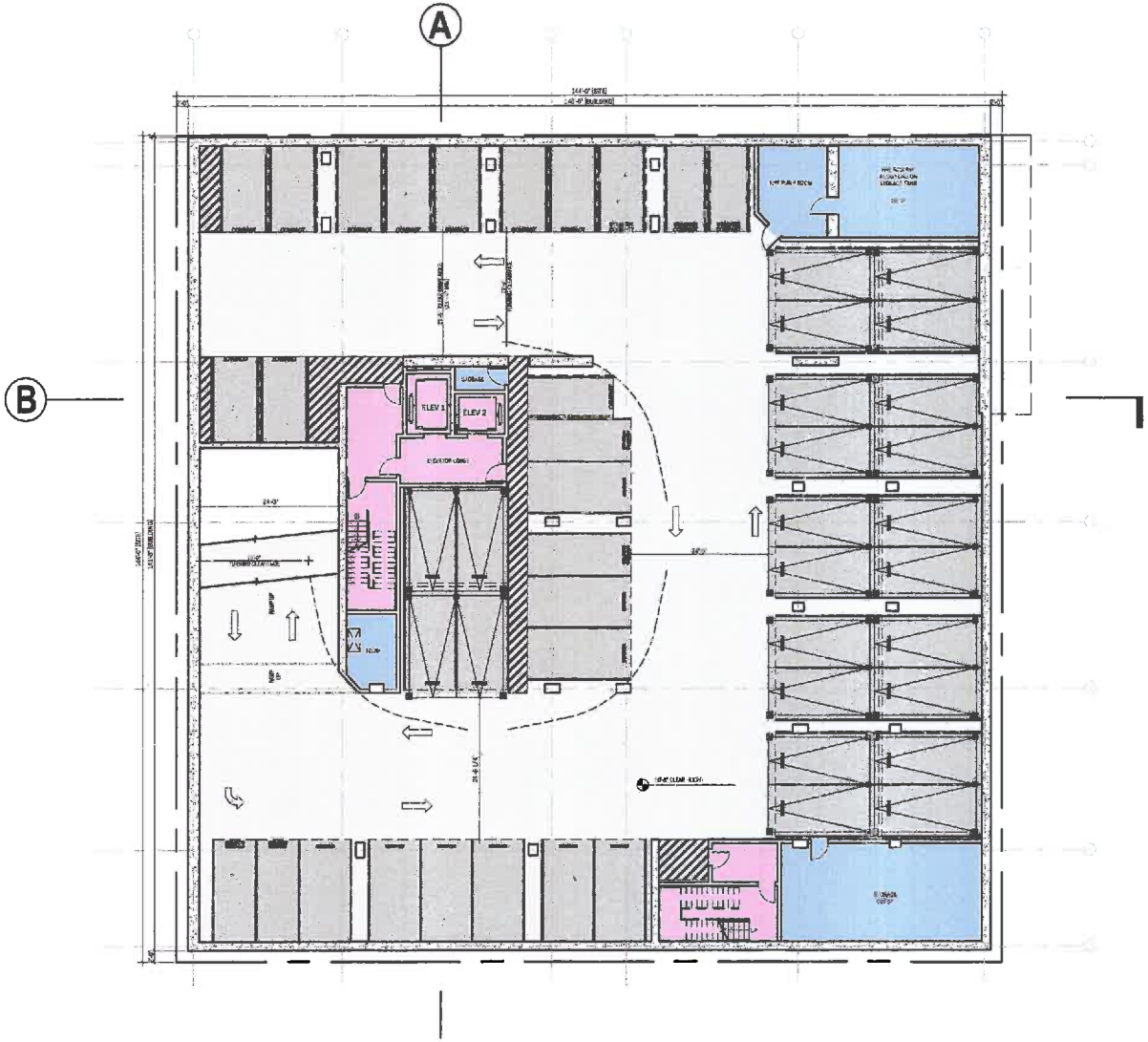


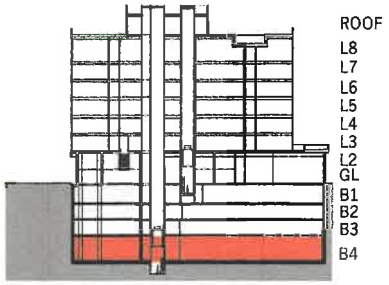
SECTION KEY

Source: Five Chairs Steinberg, November 2016.

EcoTierra consulting

Figure II-11
Level 2



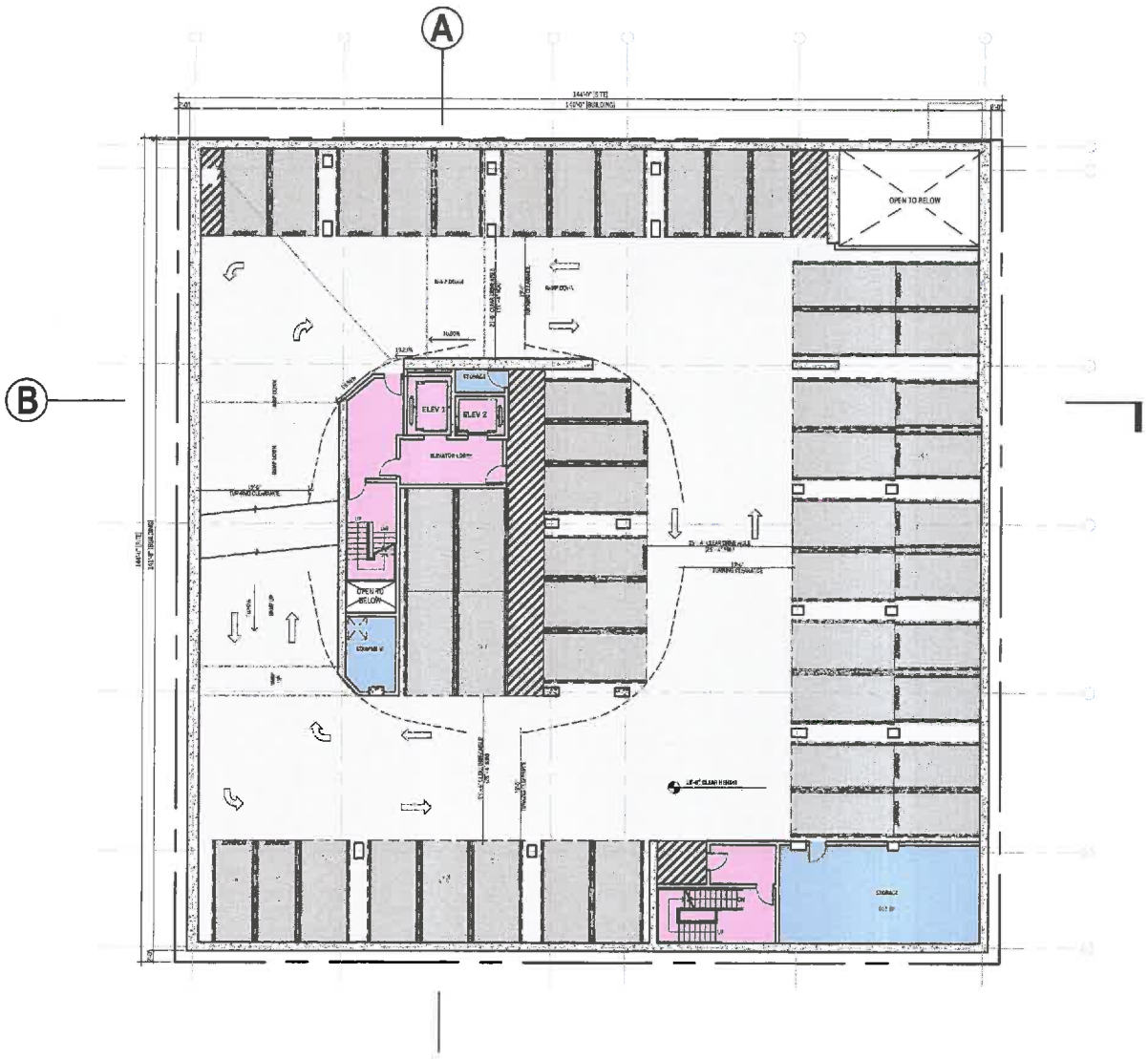


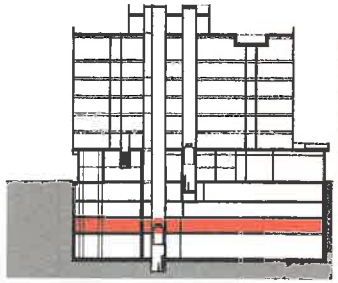
SECTION KEY

Source: Five Chairs Steinberg, November 2016.

EcoTierra Consulting

Figure II-10
Subterranean Parking Level 4





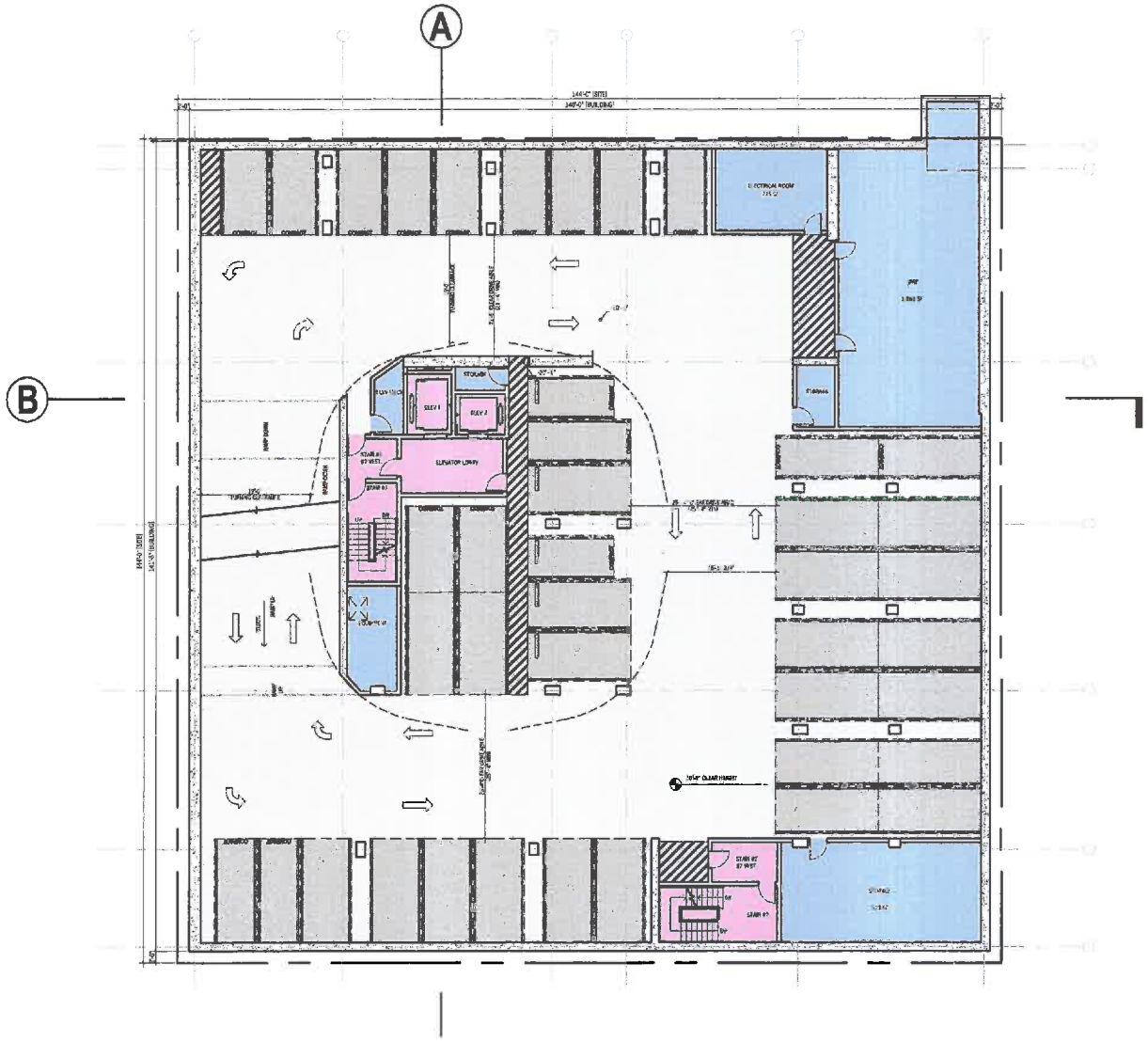
SECTION KEY

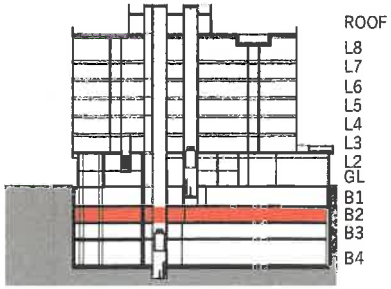
N

Source: Five Chairs Steinberg, November 2016.

EcoTierra Consulting

Figure II-9
Subterranean Parking Level 3



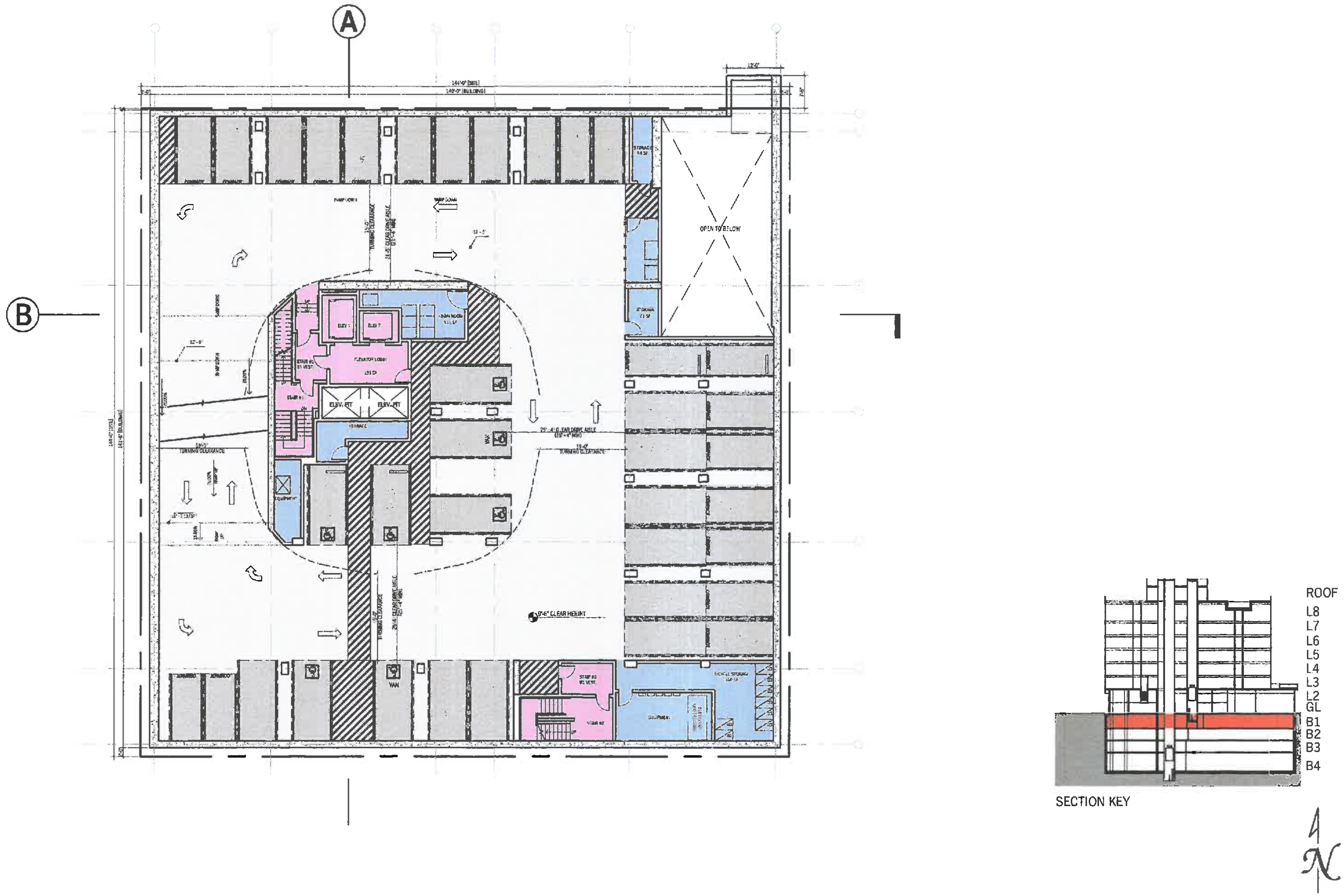


SECTION KEY

Source: Five Chairs Steinberg, November 2016.

EcoTierra consulting

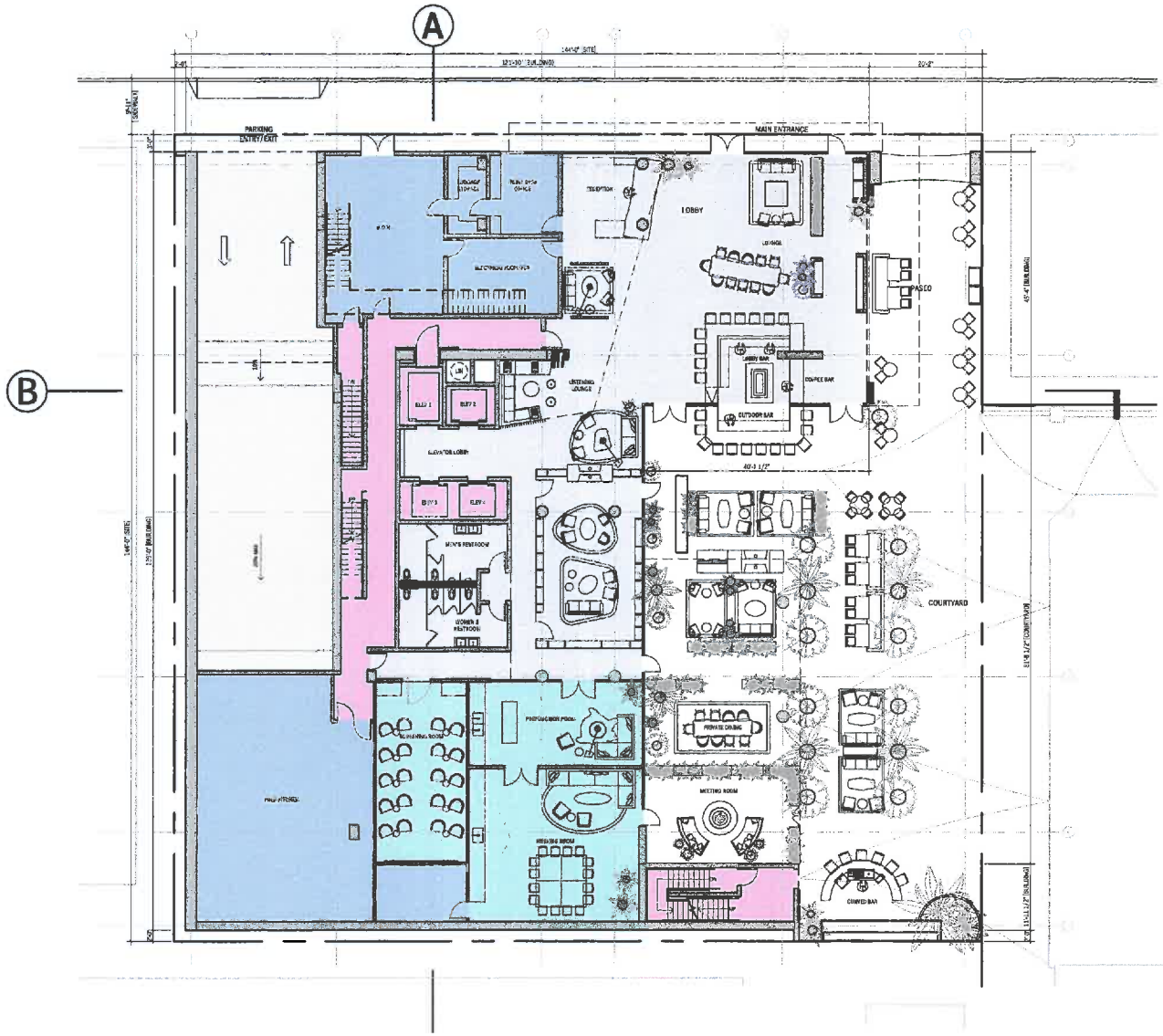
Figure II-8
Subterranean Parking Level 2

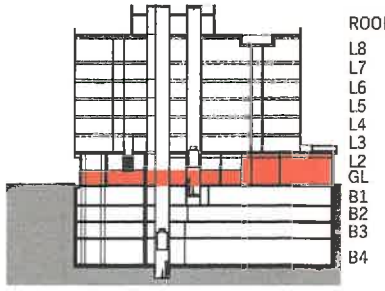


Source: Five Chairs Steinberg, November 2016.

EcoTierra consulting

Figure II-7
Subterranean Parking Level 1





SECTION KEY

N

Source: Five Chairs Steinberg, November 2016.

EcoTierra

Figure II-6
Ground Level

Table II-2
Required Parking

Parking Type	Use	Quantity	Parking Ratio	Parking Required
Automobile	Hotel	212 rooms	1 stall/room (First 30 rooms)	30
			1 stall/2 rooms (31-60 rooms)	15
			1 stall/3 rooms (61+) rooms	51
	Bar & Commercial Meeting Space[a]	10,846 sf	2 stalls/1,000 sf	22
	Total Parking Required before Adjustments			118
	Allowed 10% Bicycle Parking Reduction for residential/hotel *Allowed 20% Bicycle Parking Reduction for Commercial[b]*			*9* *4*
	Adjusted Parking Required for Hotel Building			105
	Additional Parking for Hollywood Citizen News Building			65
	Total Automobile Parking Required			**170**
	Parking Provided by the Project			**205**
Bicycle	Hotel	212 rooms	1 space/20 rooms (Short- and Long-Term)	11 short-term 11 long-term
	Bar	8,500 sf	1 space/2,000 sf (Short- and Long-Term)	5 short-term 5 long-term
	Commercial Meeting Space	2,346 sf	1 space/10,000 sf (Short- and Long-Term)	2 short-term[c] 2 long-term[c]
	Total Parking Required before Adjustments			36
	10% Bicycle Parking Reduction		1 stall/4 bicycle spaces	16
	Total Bicycle Parking Required			**52**
	Bicycle Parking Provided by the Project			**52**

sf = square feet

[a] *Accounts for 2,346 square feet of commercial meeting space and 8,500 square feet of rooftop bar/event space.*

[b] *Per the Bicycle Parking Ordinance (Ordinance No. 182,386) and codified as LAMC Section 12.21.A.4, which allows new or existing automobile parking spaces required by LAMC for all uses to be replaced by bicycle parking at a ratio of one automobile parking space for every four bicycle parking spaces provided.*

[c] *There is a 2-space minimum requirement for commercial bicycle parking spaces.*

Source: Steinberg, November 2016.

As shown on Table II-2, above, the Project is required to provide 105 parking stalls and 52 bicycle parking spaces (at least 18 short-term and 18 long-term spaces) for the hotel building, and 65 additional parking stalls for the off-site office use for a total of 170 parking stalls required for the Project. The on-site parking structure would include 205 parking stalls, and 65 of these parking stalls would be for the off-site office use, resulting in 140 parking stalls for the hotel use and thereby complying with LAMC.

B. Construction

The Project would be constructed over approximately 23 months, starting in or around the first quarter of 2017. Construction activities would include demolition, grading, excavation, and building construction. Demolition, grading, excavation, and site preparation activities would occur over approximately four-month period and building construction would occur over approximately 19 months. The Project would be ready for occupancy in or around fourth quarter 2018.

MOOD IMAGERY


ARCHWAY: MAIN ENTRY TO PASEO


TRELLIS ABOVE PASEO


TRELLIS ABOVE CAFE & BAR


CAFE INTERIOR TRELLIS


DINING UNDER THE OLIVE TREES

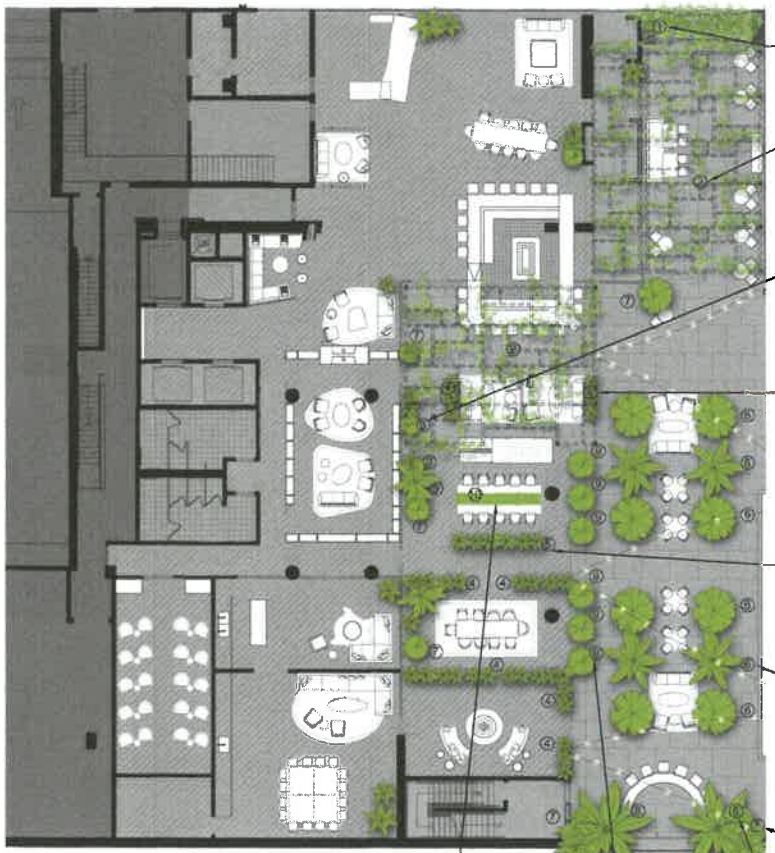

NIGHT TIME OLIVE TREE VALLEY


OVERALL VIBE AT OUTDOOR LOUNGE

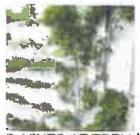

NIGHT TIME FEEL W/ STRING LIGHTS


DOUBLE-SIDED GAS FIREPLACE


LEMON TREE ALLEY




1. STAR JASMINE VINES AT ARCHWAY


2. VINES AT TRELLIS


3.HERBS (ROSEMARY, LAVANDER, ETC.)


4. CORTEN STEEL PLANTER (SUCCULENT PLANTS LAYERED)


5. HERB WALL


6. OLIVE TREES


7. ORANGE TREE


TABLE DESIGN FEATURE


9. LEMON & LIME TREES


8. DRAGON TREE

Source: Five Chairs Steinberg, November 2016.

MOOD IMAGES


PATIO PLANTERS


GARDEN: LAYERED CANOPIES


GARDEN WALKWAY


GARDEN FLOWERS


POTTED ORANGE TREES

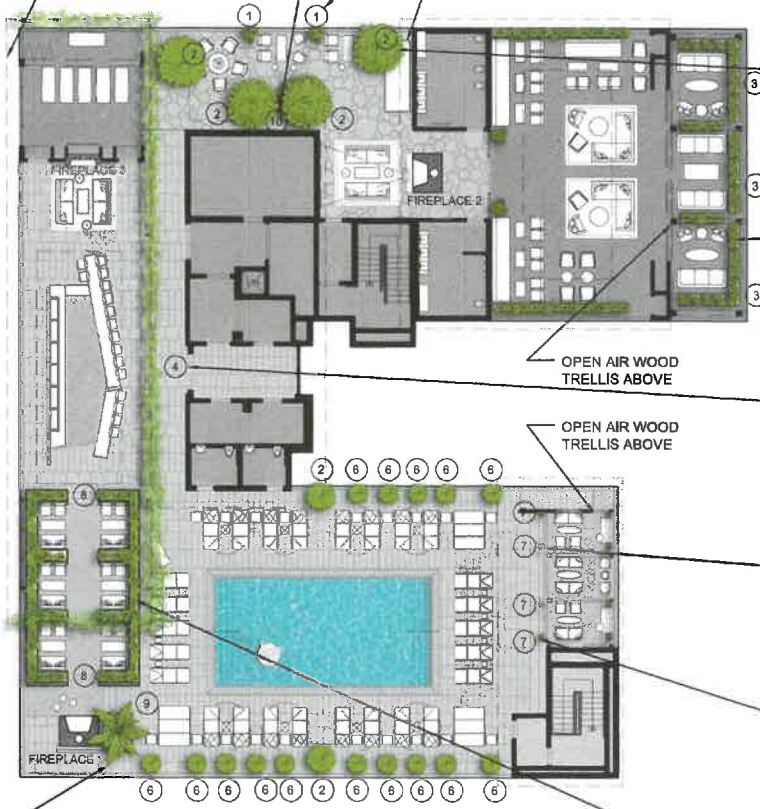

GRASS AT PLANTERS


FIREPLACE 1


FIREPLACE 2


FIREPLACE 3


9. DRAGON TREE




1.MEXICAN SAGE + SUCCULENTS


10. LILY POND POT


2. OLIVE TREES


3. GRASS AT PLANTERS


4. SUCCULENT VINE HANGING FROM ROOFTOP


6. ORANGE TREE


7.DECORATIVE "LAYERED" POTTED PLANTS


8. HERBS

Source: Five Chairs Steinberg, November 2016.

EcoTierra

Figure II-24
Roof Level Landscape Plan

Source: Five Chairs Steinberg, November 2016.

The Project would require the export of approximately 25,000 cubic yards of soil from the Project Site, and therefore, a Haul Route Permit would be required. No soil would be imported. Approximately 779 cubic yards of asphalt paving for the current surface parking lot use would be demolished by the Project, most of which would be recycled.

The likely haul route from the Project Site would be east on Selma Avenue and north on Cahuenga Boulevard to the Hollywood Freeway on-ramps in either the northbound or southbound direction, with materials disposed at the Bradley Landfill and Recycling Center in Sun Valley and/or the Atkinson Brickyard site in the City of Compton. The haul route would require approval by the City of Los Angeles Department of Building and Safety as part of the Haul Route Permit approval process.

4. DISCRETIONARY ACTIONS AND APPROVALS

The Department of City Planning is the lead agency for the Project. In order to permit development of the Project, the City may require approval of one or more of the following discretionary actions:

- Vesting Tract Map, pursuant to LAMC Section 17.15, for the merger of lots into one master lot and subdivision for condominium purposes containing 212 hotel condominium units;
- Vesting Zone and Height District Change, pursuant to LAMC Section 12.32.F, from C4-2D to [Q]C2-2D to permit the new construction of a 212-guest-room hotel, including 79,621 square feet of floor area and a 3.83:1 FAR;
- Conditional Use Permit, pursuant to LAMC Section 12.24.W.1, for the on-site sale and dispensing of alcoholic beverages incidental to a proposed 79,621-square-foot, 212-guest-room hotel, including ground floor lounges, coffee bar, outdoor courtyard and dining areas, pedestrian paseo and outdoor bars, and rooftop terrace with an overall total of 409 seats;
- Site Plan Review, pursuant to LAMC Section 16.05, to permit the construction, use, and maintenance of a hotel with greater than 50 guest rooms;
- Demolition, grading, excavation, shoring, and building permits; and
- Other permits, ministerial or discretionary, as may be necessary pursuant to various sections of the LAMC from the City of Los Angeles Department of Building and Safety (and other municipal agencies) in order to execute and implement the Project. Such approvals may include, but are not limited to landscaping plan approvals, stormwater discharge permits, permits for temporary street closures, installation and hookup approvals for public utilities, haul route approvals, and related permits.

5. RELATED PROJECTS

Section 15063(b) of the *State CEQA Guidelines* requires that Initial Studies consider the environmental effects of a proposed project individually as well as cumulatively. Cumulative impacts are two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (*State CEQA Guidelines* Section 15355). Cumulative impacts may be analyzed by considering a list of past, present, and probable future projects producing related or cumulative impacts (*State CEQA Guidelines* Section 15130 [b][1][A]).

All proposed (those with pending applications), recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment when

considered in conjunction with the Project are included in this Initial Study. For an analysis of the cumulative impacts associated with these related projects and the Project, cumulative impact discussions are provided under each individual environmental impact category in Section IV (Environmental Impact Analysis) of this Initial Study.

Table II-3 (List of Related Project), lists 139 projects, including all approved, under construction, proposed, or reasonably foreseeable projects within the Project's study area that are expected to be completed by the anticipated Project buildout and occupancy.

The list of related projects is not intended to be an exhaustive list of projects that may occur during the construction period, which cannot be known in an absolute way. Instead, the list is intended to demonstrate the reasonably anticipated magnitude of development that may occur in the study area during this period based on projects currently on file with appropriate local municipalities. Furthermore, the related projects list provides a conservative analysis because it is unlikely that all of the projects on the list will be developed due to various circumstances that could arise during the typical planning process. The location of the related projects are shown on Figure II-26 (Location of Related Projects).

Table II-3
List of Related Projects

ID	Project Type	Size		Location
1	Retail	18,159	sf	1222 La Brea Ave
	Apartments	187	du	
2	Apartments	37	du	1145 La Brea Ave
	Retail	1,315	sf	
3	Retail	12,800	sf	7113 Santa Monica Blvd
	Apartments	184	du	
4	Apartments	166	du	7141 Santa Monica Blvd
	Retail	9,655	sf	
5	Office	100,000	sf	1041 Formosa Ave
6	Apartments	76	du	7300 Santa Monica Blvd
	Condominiums	294	du	
	Retail	22,500	sf	
7	Restaurant	4,648	sf	5500 Hollywood Blvd
	Coffee	1,000	sf	
8	Senior Housing	100	du	1118 N McCadden Pl
	Office	17,040	sf	
	Youth Housing	92	du	
9	Apartments	278	du	5550 Hollywood Blvd
	Retail	12,500	sf	
10	Apartments	191	du	6220 W Yucca St
	Restaurant	6,980	sf	
	Hotel	260	rooms	
11	Apartments	254	du	1350 Western Ave
	Retail	2,000	sf	

Table II-3
List of Related Projects

ID	Project Type	Size		Location
	Restaurant	2,060	sf	
12	Hotel	80	rooms	5600 Hollywood Blvd
13	Office	240,000	sf	959 N Seward St
14	Apartments	247	du	6901 Santa Monica Blvd
	Retail/Restaurant	15,000	sf	
15	Apartments	66	du	1603 N Cherokee Ave
16	Office	4,074	sf	6523 Hollywood Blvd
	Restaurant	10,402	sf	
17	Apartments	179	du	915 N La Brea Ave
	Market	33,500	sf	
18	Apartments	248	du	1610 N Highland Ave
	Retail	14,710	sf	
19	Hotel	100	rooms	1841 N Highland Ave
20	Residential	76	du	1411 Highland Ave
	Retail	2,500	sf	
21	Apartments	118	du	1824 N Highland Ave
22	Apartments	786	du	6677 Santa Monica Blvd (The Lexington)
	Restaurant	5,500	sf	
	Retail	12,700	sf	
23	Tutoring Center	100	students	927 N Highland Ave
24	Apartments	225	du	1719-1727 Cherokee Ave
25	Restaurant	806	sf	859 Highland Ave
26	Retail	2,900	sf	7120 Sunset Blvd
	Apartments	44	du	
27	Apartments	40	du	7000 W Melrose Ave
	Retail	7,565	sf	
28	Hotel	225	rooms	1541 Wilcox Ave
29	All Suites Hotel	167	rooms	6611-6637 Hollywood Blvd
	Retail	10,500	sf	
	Restaurant	5,400	sf	
30	Temple Israel School Improvement			7300 Hollywood Blvd
31	Apartments	72	du	1233 N Highland Ave
	Retail	17,830	sf	
32	Restaurant	11,400	sf	6608 Hollywood Blvd
	Special Events	6,100	sf	
	Bar/Lounge	9,400	sf	
	Office	3,000	sf	
33	Hotel	180	rooms	6417 Selma Ave

Table II-3
List of Related Projects

ID	Project Type	Size		Location
34	Office	88,750	sf	936 N La Brea Ave
	Retail	12,000	sf	
35	Office	130,000	sf	956 Seward St
36	Restaurant	17,717	sf	6757 Hollywood Blvd
37	Hotel	80	rooms	6381 Hollywood Blvd
	Restaurant	15,920	sf	
38	Office	104,155	sf	6601 W Romaine St
	Storage	1,970	sf	
39	Apartments	410	du	7107 Hollywood Blvd
	Retail	5,000	sf	
	Restaurant	5,000	sf	
40	Restaurant	6,321	sf	6531 Hollywood Blvd
41	Apartments	200	du	6121 Sunset Blvd (Columbia Square)
	Office	422,500	sf	
	Restaurant (high turnover)	23,500	sf	
	Restaurant (fast food)	2,000	sf	
	Retail	16,500	sf	
	Health Club	15,000	sf	
42	Condominiums	57	du	1717 Vine St
	Restaurant	5,489	sf	
43	Apartments	375	du	6250 Hollywood Blvd (W Hotel and Residences)
	Condominiums	150	du	
	Restaurant	49,500	sf	
	Hotel (open)	305	du	
	Specialty Retail	12,000	sf	
44	Apartments	437	du	5651 Santa Monica Blvd (Paseo Plaza)
	Retail	377,900	sf	
45	Apartments	952	du	6200-6201 Hollywood Blvd
	Retail	190,777	sf	
46	Office	404,799	sf	5800 Sunset Blvd
47	Apartments	306	du	1538 - 1540 Vine St
	Retail	68,000	sf	
48	Condominiums	311	du	5925 Sunset Blvd
	Office	40,000	sf	
	Retail	5,000	sf	
	Restaurant	8,500	sf	
49	School	224	student	1460 Gordon St (Emerson College)
	Retail	6,400	sf	
50	Restaurant	12,225	sf	6506 Hollywood Blvd

Table II-3
List of Related Projects

ID	Project Type	Size		Location
51	Condominiums	96	du	5663 Melrose Ave
	Retail	3,350	sf	
52	Condominiums	42	du	6001 Carlton Wy
53	Condominiums	85	du	6230 Yucca St
	Office	13,790	sf	
	Live work	10	du	
54	Hotel	50	rooms	6600 Sunset Blvd
55	Residential	57	du	1149 Gower St
56	Residential	151	du	6100-6116 Hollywood Blvd
	Retail	6,200	sf	
57	Office	214,000	sf	6225 Hollywood Blvd
58	Office	121,450	sf	1601 N Vine St
	Restaurant	6,150	sf	
	Bar	2,300	sf	
59	Hotel	225	rooms	1800 Argyle Ave
60	Hotel	80	du	6381 Hollywood Blvd
	Restaurant	15,290	sf	
61	Health Club	13,112	sf	6311 Romaine St
62	Museum	79,231	sf	1313 Vine St
63	Office	169,463	sf	1546 Argyle Ave (Ametron)
	Retail	24,200	sf	
64	Apartments	200	du	6230 - 6254 Sunset Blvd
	Office	32,125	sf	
	Retail	4,700	sf	
65	Office	264,303	sf	1740 Vine St (Capitol Records)
	Apartments	461	du	
	Hotel	254	rooms	
	Retail	100,000	sf	
	Restaurant	25,000	sf	
	Health Club	80,000	sf	
66	Apartments	240	du	5525 W Sunset Blvd (Sunwest)
	Market	34,500	sf	
	Restaurant	5,000	sf	
67	Apartments	70	du	1720 Gower St
68	Office	40,000	sf	5825 Sunset Blvd
69	Apartments	130	du	6142 Franklin Ave
70	Hotel	86	rooms	6107 Hollywood Blvd
	Retail	5,000	sf	
71	Apartments	63	du	922 Western Ave

Table II-3
List of Related Projects

ID	Project Type	Size		Location
	Retail	13,500	sf	
72	Apartments	731	du	6201 Sunset Blvd
	Restaurant	5,000	sf	
	Retail	21,000	sf	
	Coffee	1,000	sf	
73	Office	274,000	sf	5901 Sunset Blvd
	Retail	26,000	sf	
74	Hotel	159	rooms	1921 Wilcox Ave
	Restaurant	3,000	SF	
75	Studio	21,000	sf	5555 Melrose Ave (buildout 2038)
	Production	635,000	sf	
	Office	638,100	sf	
	Retail	89,200	sf	
76	Hotel	118	rooms	1133 N Vine St
77	Office	114,725	sf	6300 Romaine St
	Gym	40,927	sf	
	Studio	38,072	sf	
78	Park	44	acres	Hollywood Cap Park
79	Apartments	202	du	NWC of Selma/Cherokee
80	Apartments	126	du	6406 Franklin Ave
81	Apartments	118	du	1840 Highland Ave
82	Apartments	63	du	1818 Cherokee Ave
83	Apartments	82	du	1737 Las Palmas Ave
	Retail	1,115	sf	
84	Condominiums	242	du	694 Hobart Ave
	Health Club	25,700	sf	
	Restaurant (quality)	26,600	sf	
	Restaurant (high turnover)	4,200	sf	
	Club	9,700	sf	
	Office	13,600	sf	
	Retail	4,400	sf	
85	Condominiums	70	du	600 Hobart Ave
	Retail	8,558	sf	
86	Apartments	54	du	5920 Melrose Ave
	Retail	16,000	sf	
87	Apartments	43	du	7045 Lanewood Ave
88	Apartments	100	du	712 Wilcox Ave
89	Condominiums	29	du	1718 Las Palmas Ave
	Apartments	196	du	

Table II-3
List of Related Projects

ID	Project Type	Size		Location
	Retail	378	sf	
90	Apartments	270	du	6758 Yucca St
	Retail	8,500	sf	
91	Retail	29,900	sf	6904 Hollywood Blvd
	Office	16,700	sf	
92	Apartments	42	du	7046 Hollywood Blvd
93	Hotel	69	rooms	1525 N. Cahuenga Blvd
	Office	1,500	sf	
	Other	700	sf	
94	Apartments	89	du	1717 N. Bronson Ave
95	Apartments	236	du	7510 - 7556 Sunset Blvd
	Retail	20,000	sf	
	Restaurant	10,000	sf	
96	Assisted Living	68	du	5245 Santa Monica Blvd
	Retail	51,674	sf	
97	Retail	194,749	sf	5520 Sunset Blvd
98	Retail	15,000	sf	926 Sycamore Ave
	Office	74,154	sf	
99	Restaurant	3,236	sf	5777 Hollywood Blvd
	Retail	5,275	sf	
100	School	350	students	1717 Gramercy Pl
101	Apartments	162	du	5750 Hollywood Blvd
	Retail	6,000	sf	
102	Apartments	42	du	5400 Hollywood Blvd
	Retail	6,778	sf	
103	Apartments	42	du	1544 Serrano Ave
104	Gas Station	10	pump	5420 Sunset Blvd
105	Apartments	54	du	5607 Carlton Way
106	Apartments	950	du	6701 Sunset Blvd
	Retail	185,000	sf	
	Hotel	308	rooms	
	Office	95,000	sf	
107	Residential	108	du	5555 Hollywood Blvd
	Retail	9,937	sf	
108	Apartments	88	du	525 Wilton Pl
109	Parking Lot	70	spaces	2000 N. Fuller Ave
110	Hotel	100	rooms	6322 De Longpre Ave
	Office	233,665	sf	
	Market	40,000	sf	

Table II-3
List of Related Projects

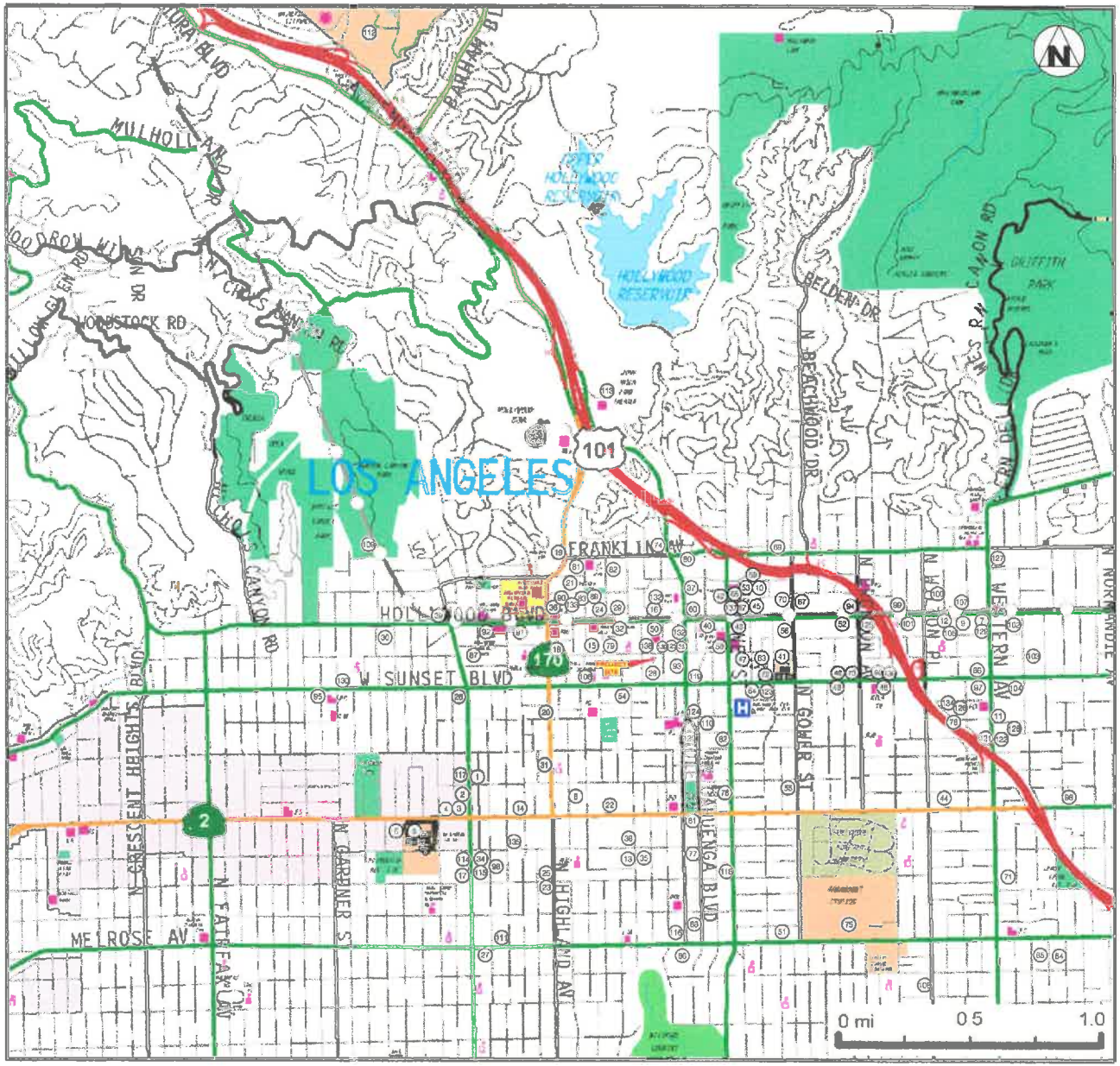
ID	Project Type	Size		Location
	Restaurant	9,133	sf	
	Apartments	200	du	
111	Condominiums	13	du	6915 Melrose Ave
	Retail	7,500	sf	
112	NBC Universal Plan			100 Universal City Plaza
113	John Anson Ford Theaters	311	seats	2580 Cahuenga Blvd (No construction by study year)
	Restaurant	5,400	sf	
	Office	30	employee	
114	Retail	17,000	sf	925 La Bea Ave
	Office	53,000	sf	
115	Retail	17,000	sf	904 La Bea Ave
	Apartments	169	du	
116	Apartments	84	du	707 N. Cole Ave
117	Apartments	8	du	1201 N. La Brea Ave
	Retail	8,833	sf	
118	Apartments	85	du	901 N. Vine St
	Retail	4,000	sf	
	Restaurant	4,000	sf	
119	Hotel	221	rooms	6409 Sunset Blvd
	Retail	1,893	sf	
120	Apartments	375	du	1310 N. Cole Ave
	Restaurant	2,800	sf	
121	Restaurant (net)	785	sf	1277 N. Western Ave
122	Apartments	75	du	1276 N. Western Ave
	Retail	13,500	sf	
123	Apartments	270	du	6200 Sunset Blvd
	Retail	12,400	sf	
124	Hotel	175	rooms	1400 N Cahuenga Blvd
	Retail	600	sf	
	Restaurant	5,243	sf	
125	Restaurant	20,624	sf	6421 Selma Ave
	Retail	6,000	sf	
126	Apartments	185	du	1375 N. St. Andrews Pl
127	Apartments	104	du	1868 Western Ave
	Retail	13,500	sf	
128	Apartments	75	du	5460 Fountain Ave
129	Apartments	61	du	1627 Western Ave
	Retail	13,374	sf	
130	Market	32,435	sf	1502 N. Gardner St

Table II-3
List of Related Projects

ID	Project Type	Size		Location
131	Hotel	140	rooms	1717 N. Wilcox Ave
	Retail	3,500	sf	
132	Restaurant Expansion	6,632	sf	1615 N. Cahuenga Blvd
133	Apartments	71	du	1749 La Palmas Ave
134	Apartments	185	du	5632 De Longpre Ave
135	Office	49,981	sf	7007 Romaine St
	Retail	3,555	sf	
136	Apartments	299	du	5939 Sunset Blvd
	Office	36,688	sf	
	Restaurant/Retail	13,279	sf	
137	Hotel	216	rooms	1718 Vine St
	Restaurant	4,354	sf	
138	Hotel	168	du	1600 Schrader Blvd
	Restaurant	4,000	sf	
139	Hotel	114	rooms	6421-6429 Selma Ave & 1600-1604 Wilcox Ave
	Restaurant	10,600	sf	

sf = square feet; du = dwelling units

Source: Overland Traffic Consultants, November 2016.



Source: Overland Traffic Consultants, Inc., November 2016.

EcoTierra Consulting

Figure II-26
Location of Related Projects

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

LEAD CITY AGENCY:		**COUNCIL DISTRICT:**
City of Los Angeles Department of City Planning		CD 13 – Mitch O'Farrell
PROJECT TITLE:	**ENVIRONMENTAL CASE:**	**CASE NO.**
Tommie Hotel	ENV-2016-4313-MND	CPC-2016-270-VZC-HD-CUB-SPR, VTT-74735

PROJECT LOCATION: 6516-6526 W. Selma Avenue, Los Angeles, California 90028

PROJECT DESCRIPTION: The project proposes to demolish the existing surface parking lot and construct an 8-story, approximately 95-foot-tall, 79,621 square foot mixed-use building consisting of a 212-guest-room hotel with guest amenities, and ground-floor and rooftop bars/lounges primarily for the use of hotel guests but accessible to the public. The proposed gross floor area would result in a floor-to-area ratio of 3.83:1. Parking would be provided on site within a four-level subterranean structure providing 205 parking stalls, including 140 stalls for the hotel use and 65 stalls for use by the off-site Hollywood Citizen News Building. The project would also provide 52 bicycle parking spaces (at least 18 short-term and 18 long-term spaces) in compliance with the Los Angeles Municipal Code (LAMC). Amenities would include common areas such as bar/lounge, fitness center, and pool/fitness area. Landscape and exterior spaces would include ground level courtyard and paseo, patio, and rooftop bar, pool deck, and fitness area.

The Project Applicant is requesting ministerial and discretionary approvals as part of the Project, including without limitation: Vesting Tract Map, pursuant to LAMC Section 17.15, for the merger of lots into one master lot and subdivision for condominium purposes containing 212 hotel condominium units; Vesting Zone and Height District Change, pursuant to LAMC Section 12.32.F, from C4-2D to [Q]C2-2D to permit the construction of a 212-guest-room hotel, including 79,621 square feet of floor area and a 3.83:1 FAR; Conditional Use Permit, pursuant to LAMC Section 12.24.W.1, for the on-site sale and dispensing of alcoholic beverages incidental to a proposed 79,621-square-foot, 212-guest-room hotel, including ground floor lounges, coffee bar, outdoor courtyard and dining areas, pedestrian paseo and outdoor bars, and rooftop terrace with an overall total of 409 seats; Site Plan Review, pursuant to LAMC Section 16.05 to permit the construction, use, and maintenance of a hotel with greater than 50 guest rooms; Demolition, grading, excavation, shoring, and building permits; and other permits, ministerial or discretionary, as may be necessary pursuant to various sections of the LAMC from the City of Los Angeles Department of Building and Safety (and other municipal agencies) in order to execute and implement the Project. Such approvals may include, but are not limited to landscaping plan approvals, stormwater discharge permits, permits for temporary street closures, installation and hookup approvals for public utilities, haul route approvals, and related permits.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
6516 Tommie Hotel, LLC
1605 N. Cahuenga Boulevard
Los Angeles, California 90028

FINDING:
The Department of City Planning of the City of Los Angeles has proposed that a Mitigated Negative Declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING FORM	**TITLE**	**TELEPHONE NUMBER**
May Sirinopwongsagon	City Planner	(213) 978-1372
ADDRESS	**SIGNATURE (Official)**	**DATE**
200 North Spring Street, Room 763 Los Angeles, California 90012		December 22, 2016

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

LEAD CITY AGENCY: City of Los Angeles	**COUNCIL DISTRICT:** CD 13 – Mitch O'Farrell	**DATE:** December 22, 2016
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2016-4313-MND	**RELATED CASES:** CPC-2016-270-VZC-HD-CUB-SPR, VTT-74735	
PREVIOUS ACTIONS CASE NO. CPC-2007-1607-ZC-HD-SPR; VTT-68839	☒ DOES have significant changes from previous actions. ☐ DOES NOT have significant changes from previous actions.	

PROJECT DESCRIPTION:
Vesting Tract Map; Vesting Zone and Height District Change; Conditional Use Permit; Site Plan Review; Demolition, grading, excavation, shoring, and building permits; and other permits, ministerial or discretionary, as may be necessary pursuant to various sections of the LAMC from the City of Los Angeles Department of Building and Safety (and other municipal agencies) in order to execute and implement the Project. Such approvals may include, but are not limited to landscaping plan approvals, stormwater discharge permits, permits for temporary street closures, installation and hookup approvals for public utilities, haul route approvals, and related permits.

ENV PROJECT DESCRIPTION:
The project proposes to demolish the existing surface parking lot and construct an 8-story, approximately 95-foot-tall, 79,621 square foot mixed-use building consisting of a 212-guest-room hotel with guest amenities, and ground-floor and rooftop bars/lounges primarily for the use of hotel guests but accessible to the public. The proposed gross floor area would result in a floor-to-area ratio of 3.83:1. Parking would be provided on site within a four-level subterranean structure providing 205 parking stalls, including 140 stalls for the hotel use and 65 stalls for use by the off-site Hollywood Citizen News Building. The project would also provide 52 bicycle parking spaces (at least 18 short-term and 18 long-term spaces) in compliance with LAMC. Amenities would include common areas such as bar/lounge, fitness center, and pool/fitness area. Landscape and exterior spaces would include ground level courtyard and paseo, patio, and rooftop bar, pool deck, and fitness area.

ENVIRONMENTAL SETTING:
The approximately 20,736-square-foot (0.48 acre) project site is comprised of three contiguous lots along Selma Avenue generally between Wilcox Avenue to the east and Schrader Boulevard to the west within an urbanized setting in the Hollywood Community Plan Area. The project site is relatively flat and currently a paved surface parking lot with 82 total parking spaces. The surrounding area is characterized by commercial, residential, institutional, and entertainment uses. The project site is surrounded by existing building structures to the west, south, and east, and includes security fencing at the northern perimeter along Selma Avenue. Specific land uses immediately surrounding the project site include a 4-story multi-family residential building directly to the west, 2-story office building directly to the south, and a 5-story hotel building and 2-story Hollywood Citizen News Building, which is currently used as office space, to the east. North of the project site across Selma Avenue is a surface parking lot and the U.S. Post Office Hollywood Station. The project site is associated with Assessor Parcel Numbers (APN) 5547-017-008 and 5547-017-030. It should be noted that APN 5547-017-030 also includes the Hollywood Citizen News Building to the east of the project site; however, only the surface parking lot portion of the APN is part of the project site.

PROJECT LOCATION: 6516-6526 W. Selma Avenue

COMMUNITY PLAN AREA: Hollywood	☒ Does Conform to Plan	**AREA PLANNING COMMISSION:**	**CERTIFIED NEIGHBORHOOD**

STATUS: ☐ Preliminary ☐ Proposed ☒ Effective (2014)	☐ Does NOT Conform to Plan	Central	**COUNCIL:** Central Hollywood
EXISTING ZONING: C4-2D	**MAX DENSITY ZONING:** 2:1 FAR (per "D" limitation)	**LA River Adjacent:** No	
GENERAL PLAN LAND USE: Regional Center Commercial	**MAX. DENSITY PLAN:** 2:1 FAR (per "D" limitation)		
	PROPOSED PROJECT DENSITY: 3.83:1 FAR		

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.

Signature	City Planner Title	(213) 978-1372 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 that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

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

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

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

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

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

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

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

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

9. The explanation of each issue should identify:

   a. The significance criteria or threshold, if any, used to evaluate each question; 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	❑ GREENHOUSE GAS EMISSIONS	❑ POPULATION AND HOUSING
❑ AGRICULTURE AND FORESTRY RESOURCES	❑ HAZARDS AND HAZARDOUS MATERIALS	❑ PUBLIC SERVICES
❑ AIR QUALITY	❑ HYDROLOGY AND WATER QUALITY	❑ RECREATION
❑ BIOLOGICAL RESOURCES	❑ LAND USE AND PLANNING	❑ TRANSPORTATION/TRAFFIC
❑ CULTURAL RESOURCES	❑ MINERAL RESOURCES	❑ TRIBAL CULTURAL RESOURCES
❑ GEOLOGY AND SOILS	❑ NOISE	❑ UTILITIES
		❑ MANDATORY FINDINGS OF SIGNIFICANCE

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

Background

APPLICANT NAME:
6516 Tommie Hotel, LLC

PHONE NUMBER:
(323) 466-1400

APPLICANT ADDRESS:
1605 N. Cahuenga Boulevard
Los Angeles, California 90028

AGENCY REQUIRING CHECKLIST:
Department of City Planning

DATE SUBMITTED:
November 10, 2016

PROPOSAL NAME (If Applicable):
Tommie Hotel

Mitigation Measures (Seismic Risk)

MM 6-1. Prior to the issuance of permit(s) related to Project construction, the Project design consultant shall demonstrate the incorporation of the recommendations set forth in the Geotechnical Engineering Investigation prepared by the geotechnical consultant for the proposed Project, subject to the review and approval of the City of Los Angeles Department of Building and Safety.

MM 6-2. The Project shall comply with the conditions enumerated in the Soils Report Approval Letter provided by the City of Los Angeles Department of Building and Safety for the Project on July 26, 2016, and any subsequent amendments to the same as approved by LADBS.

		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 SECTION IV OF THIS INITIAL STUDY, EXPLANATION OF CHECKLIST DETERMINATIONS. PLEASE REFER TO THE APPLICABLE RESPONSE IN SECTION IV 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, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED SCENIC HIGHWAY?	☐	☐	☐	☒
c.	SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?	☐	☐	☒	☐
d.	CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?	☐	☐	☒	☐
II.	**AGRICULTURE AND FORESTRY 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 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 SCAQMD OR CONGESTION MANAGEMENT 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?	☐	☐	☒	☐
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?	☐	☐	☒	☐
e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?	☐	☐	☒	☐

IV.	**BIOLOGICAL RESOURCES**				
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR U.S. FISH AND WILDLIFE SERVICE?	❑	❑	❑	☒
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR U.S. FISH AND WILDLIFE SERVICE?	❑	❑	❑	☒
c.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?	❑	❑	❑	☒
d.	INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?	❑	❑	❑	☒
e.	CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS 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 STATE CEQA SECTION 15064.5?	❑	❑	❑	☒
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA SECTION 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:				
i.	RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.	❑	❑	☒	❑
ii.	STRONG SEISMIC GROUND SHAKING?	❑	☒	❑	❑
iii.	SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?	❑	❑	☒	❑
iv.	LANDSLIDES?	❑	❑	❑	☒
b.	RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?	❑	❑	☒	❑

c.	BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIAL RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE?	❑	❑	☒	❑
d.	BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?	❑	❑	☒	❑
e.	HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER?	❑	❑	❑	☒
VII.	**GREENHOUSE 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?	❑	❑	❑	☒
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 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 AN 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?	❑	❑	☒	❑
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 IN LEVEL 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** WOULD THE PROJECT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENT 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 OBJECTIVE FOR ANY OF THE FOLLOWING PUBLIC SERVICES:				
a.	FIRE PROTECTION?	❑	❑	☒	❑
b.	POLICE PROTECTION?	❑	❑	☒	❑
c.	SCHOOLS?	❑	❑	☒	❑
d.	PARKS?	❑	❑	☒	❑
e.	OTHER PUBLIC FACILITIES?	❑	❑	☒	❑
XV.	**RECREATION**				
a.	WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?	❑	❑	☒	❑
b.	DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?	❑	❑	❑	☒
XVI.	**TRANSPORTATION/TRAFFIC**				
a.	CONFLICT WITH AN APPLICABLE PLAN, ORDINANCE OR POLICY ESTABLISHING MEASURES OF EFFECTIVENESS FOR THE PERFORMANCE OF THE CIRCULATION SYSTEM, TAKING INTO ACCOUNT ALL MODES OF TRANSPORTATION INCLUDING MASS TRANSIT AND NON-MOTORIZED TRAVEL AND RELEVANT COMPONENTS OF THE CIRCULATION SYSTEM, INCLUDING BUT NOT LIMITED TO INTERSECTIONS, STREETS, HIGHWAYS AND FREEWAYS, PEDESTRIAN AND BICYCLE PATHS AND MASS TRANSIT?	❑	❑	☒	❑
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 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?	❑	❑	☒	❑
XVII.	**TRIBAL CULTURAL RESOURCES**				
WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE, DEFINED IN PUBLIC RESOURCES CODE SECTION 21074 AS A SITE, FEATURE, PLACE, CULTURAL LANDSCAPE THAT IS GEOGRAPHICALLY DEFINED IN TERMS OF THE SIZE AND SCOPE OF THE LANDSCAPE, SACRED PLACE, OR OBJECT WITH CULTURAL VALUE TO A CALIFORNIA NATIVE AMERICAN TRIBE, AND THAT IS:				
a.	LISTED OR ELIGIBLE FOR LISTING IN THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES, OR IN A LOCAL REGISTER OF HISTORICAL RESOURCES AS DEFINED IN PUBLIC RESOURCES CODE SECTION 5020.1(K)?	❑	❑	☒	❑
b.	A RESOURCE DETERMINED BY THE LEAD AGENCY, IN ITS DISCRETION AND SUPPORTED BY SUBSTANTIAL EVIDENCE, TO BE SIGNIFICANT, PURSUANT TO CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE SECTION 5024.1? IN APPLYING THE CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE SECTION 5024.1, THE LEAD AGENCY SHALL CONSIDER THE SIGNIFICANCE OF THE RESOURCE TO A CALIFORNIA NATIVE AMERICAN TRIBE.	❑	❑	☒	❑
XVIII.	**UTILITIES**				
a.	EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?	❑	❑	☒	❑
b.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?	❑	❑	☒	❑
c.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW 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 RESOURCE, 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 if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology – Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on Applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and 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' CEQA 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 measure and/or conditions contained and expressed in this document; the environmental case file known as ENV-2016-4313-MND and the associated case(s) CPC-2016-270-VZC-HD-CUB-SPR and VTT-74735. 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 Room 721, 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/. Seismic Hazard Maps – http://gmw.consrv.ca.gov/shmp/
Engineering/Infrastructure/Topographic Maps/Parcel Information – http://boemaps.eng.ci.la.ca.us/index0.1htm or City's main website under the heading "Navigate LA."

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
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IV. ENVIRONMENTAL IMPACT ANALYSIS

INTRODUCTION

This section of the Initial Study/Mitigated Negative Declaration (IS/MND) contains an assessment and discussion of impacts associated with each environmental issue and subject area identified in the Initial Study Checklist. The thresholds of significance are based on the CEQA Guidelines Appendix G Environmental Checklist Form and the *L.A. CEQA Thresholds Guide* (2006).

IMPACT ANALYSIS

1. AESTHETICS

Senate Bill (SB) 743, effective January 1, 2014, made several changes to CEQA for projects located in areas served by transit. Among other changes, SB 743 eliminates the need to evaluate aesthetic and parking impacts of a project in some circumstances. Specifically, aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a Transit Priority Area (TPA) shall not be considered to have a significant impact on the environment. Public Resources Code (PRC) Section 21099 defines an employment center project as "a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area."

SB 743 defines a TPA as an area within one-half mile of a major transit stop that is existing or planned. A major transit stop is a site containing a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the AM and PM peak commute periods. An infill site refers to a lot located within an urban area that has been previously developed, or a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses.

On February 10, 2016, the City circulated Zoning Information File No. 2452 (ZI 2452) to clarify the locations of TPAs within the City, and to reaffirm that aesthetic impacts shall not be considered a significant impact on the environment when the provisions of SB 743 apply. Specifically, ZI 2452 states that visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact, as defined in the *L.A. CEQA Thresholds Guide*, shall not be considered an impact for infill projects within TPAs pursuant to CEQA. A map of TPAs is attached to ZI 2452.

The Project is a commercial infill development that is surrounded by qualified urban uses (see Figure II-2 in Section II of this IS/MND). Additionally, the Project qualifies as an "employment center project" because it is zoned for commercial uses (C4-2D) and meets the minimum floor area ratio requirement. According to the City's map attached to ZI 2452, the Project Site is within a TPA.[1] Therefore, the Project's impacts on visual resources, aesthetic character, shade and shadow, light and glare, scenic vistas, State- and City-designated scenic highways, and parking are not considered to be significant per SB 743 and ZI

[1] *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: December 8, 2016.*

2452. Notwithstanding the mandate imposed by SB 743, the following aesthetic analysis for the Project is provided for informational purposes only.

a) Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. For non-qualifying projects under ZI 2452, a significant impact may occur if a project introduces incompatible visual elements within a field of view containing a scenic vista or substantially blocks views of a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest). Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on a scenic vista shall be made considering the following factors:

- The nature and quality of recognized or valued views (such as natural topography, settings, man-made or natural features of visual interest, and resources such as mountains or ocean);
- Whether a project affects views from a designated scenic highway, corridor, or parkway;
- The extent of obstruction (e.g., total blockage, partial interruption, or minor diminishment); and
- The extent to which a project affects recognized views available from a length of a public roadway, bike path, or trail, as opposed to a single, fixed vantage point.

The approximately 20,736-square-foot Project Site is relatively flat and currently is a paved surface parking lot with 82 total parking spaces. There are no prominent topographical features on the Project Site from which scenic vistas could be readily viewed at street level, nor does the Project Site contain a scenic vista. While no scenic vista has been officially designated for the area, visual resources within the vicinity of the Project Site with the potential to be considered scenic include the view of the Santa Monica Mountains and the Hollywood Sign to the north. It should be noted that per the *L.A. CEQA Thresholds Guide*, a significant impact occurs only when a proposed project adversely affects the public view of a scenic vista, and therefore, impacts to private views are not considered to be significant. Views of the Santa Monica Mountains and Hollywood Sign from the Project Site are not readily available at the street level due to the distance of these mountains (approximately 0.9 mile to the north) and the existing built environment between the mountains and the Project Site, which consists of building structures of varying heights including mid- and high-rise buildings. Likewise, the existing viewshed at the Project Site is defined by existing urban development.

The Project would construct an 8-story, approximately 95-foot-tall mixed-use building, thus adding a building to a site currently used as a surface parking lot. Even so, the new building would not directly obstruct an existing public view of a scenic vista, or of the Santa Monica Mountains, as the building height at the Project Site would not otherwise substantially affect such already-limited views. Therefore, impacts would be less than significant and no mitigation measures are required.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

No Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant impact would occur for non-qualifying projects under ZI 2452 if scenic resources would be damaged and/or removed by development of a project within a State scenic highway.

There are no scenic resources, including scenic trees, rock outcroppings, or historic buildings on the Project Site. There are no State-designated or eligible-for-designation scenic highways in the Project Site vicinity.[2] Furthermore, there are no City-designated scenic highways in the Project Site vicinity.[3] Therefore, no impact would occur and no mitigation measures are required.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. For non-qualifying projects under ZI 2452, a significant impact may occur if a project introduced incompatible visual elements on a project site or visual elements that would be incompatible with the character of the area surrounding a project site.

General Character Significance Methodology

Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a non-qualifying project under ZI 2452 results in a significant aesthetic impact shall be made considering the following factors:

- The amount or relative proportion of existing features or elements that substantially contribute to the valued visual character or image of a neighborhood, community, or localized area, which would be removed, altered or demolished;
- The amount of natural open space to be graded or developed;
- The degree to which proposed structures in natural open space areas would be effectively integrated into the aesthetics of the site, through appropriate design, etc.;
- The degree of contrast between proposed features and existing features that represent the area's valued aesthetic image;
- The degree to which the project would contribute to the area's aesthetic value; and
- Applicable guidelines and regulations.

The Project Site is located in an urbanized setting in the Hollywood community. The Project vicinity is characterized by a mix of uses including residential, commercial, entertainment, and public facilities. The Project would construct an approximately 95-foot-tall mixed-use building consisting of 79,621 square feet of gross floor area and a floor-to-area ratio (FAR) of 3.83:1. Figures II-19 through II-22 (Building Elevations) portray a conceptual image of the proposed building's design and Figure II-25 (Project Rendering) illustrates a rendering of the Project as viewed from Selma Avenue.

Height

The Project's proposed building would be approximately 95 feet in height (8 stories). Existing buildings that abut the Project Site along Selma Avenue to the east and west range in height from five and four

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[2] *California Department of Transportation, California Scenic Highway Mapping System, Los Angeles County, website: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/langeles.htm, accessed: November 10, 2016.*

[3] *City of Los Angeles Department of City Planning, Mobility Plan 2035, Citywide General Plan Circulation System, Map A4 – Central, Midcity Subarea, December 2015.*

stories, respectively. The existing buildings located immediately south and southeast of the Project Site are two stories in height, respectively. The Project's upper levels would include a 20-foot setback from the southern property line to serve as a buffer from these buildings. Although the Project would result in a change in building height from the existing conditions, it would not substantially contrast with the existing heights and character of the Project area in general, which includes buildings of a variety of heights.

Considering the existing building heights in the area as well as the proposed 20-foot buffer between the proposed building and the off-site two-story structures to the south and southeast of the Project Site, the height of the Project would not introduce an incompatible element to the existing visual character of the area. Therefore, the visual quality and character impact associated with the proposed building's height would be less than significant and no mitigation measures are required.

Massing

In addition to the increased height, the Project's proposed building would increase the building mass on the Project Site. Compared to the existing surface parking lot on-site, the proposed building would be visually prominent in the immediately surrounding area. This increased visibility would occur on nearby roadways and adjoining sidewalks, including Selma Avenue. The greater height and mass would increase the visibility of the Project Site from nearby residential and commercial properties. Even with increased prominence, however, the Project would be visually integrated with the existing character of the area from a height and massing perspective. Considering the existing urban environment and surrounding area, the 20-foot buffer proposed between the Project and the off-site two-story structures to the south and southeast of the Project Site, the proposed massing of the Project would not result in a substantial change to the visual character or the quality of the site and its surroundings. Therefore, the visual character impact associated with building mass would be less than significant and no mitigation measures are required.

Architectural Style and Urban Design

In accordance with the Hollywood Community Plan and Citywide Commercial Design Guidelines, the proposed Project provides a variety of architectural materials and façade variations, with attention to the surrounding environment and toward creating a pedestrian-scaled project at the Selma Avenue street level. The Project at the ground floor is designed to maximize the pedestrian experience with a high ground-floor façade transparency and pedestrian entrances at the Selma Avenue street frontage. The ground-floor paseo would facilitate pedestrian connectivity between the ground floor courtyard and Selma Avenue.

Moreover, the design alternates different textures, colors, materials, and distinctive architectural treatments to add visual interest and avoiding repetitive facades. The design would be contemporary with vertical and horizontal articulations, and subdued building colors contrasted by the use of lush greenery providing visual interest. The Project is designed to closely integrate with the scale and character of the existing regional commercial uses nearby, as well as hospitality projects in the district. The rooftop deck would offer scenic views of the City's downtown skyline to the southeast and as well as of the surrounding Hollywood community and Hollywood Sign.

The ground floor would extend to the southern property line whereas the upper floors would be setback approximately 20 feet from the southern property line, thus, creating a podium feature. All parking, trash, loading, and other back-of-house uses would be located within the interior of the building or subterranean parking structure, out of sight from residents of the community, or from neighboring properties. Any

rooftop equipment and/or infrastructure would be screened to ensure development compatible with existing properties.

As a result of the proposed building's architectural style and urban design on the Project Site, the proposed Project would be effectively integrated into the aesthetics of the area by means of design, architecture, size, massing, and location. Furthermore, the proposed Project's location, height, scale, and architectural features are generally compatible with existing and planned development for the Hollywood Community Plan Area and Citywide Design Guidelines. Therefore, the visual character impact associated with architectural style and urban design would be less than significant and no mitigation measures are required.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. For non-qualifying projects under ZI 2452, a significant impact may occur if a project introduces new sources of light or glare on or from a project site that would be incompatible with the surrounding area, or that pose a safety hazard to motorists utilizing adjacent streets. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a non-qualifying project under ZI 2452 results in a significant nighttime illumination impact shall be made considering the following factors:

- The change in ambient illumination levels as a result of project sources; and
- The extent to which project lighting would spill off the project site and effect adjacent light-sensitive areas.

Light

The Project is located in a well-lit area of the City where there are moderate levels of ambient nighttime lighting, including street lighting, vehicle headlights, architectural and security lighting, and indoor building illumination (light emanating from structures which passes through windows), all of which are common to populated areas. As development surrounding the Project Site is already impacted by lighting from existing development within the area, the amount of new light sources must be highly visible in the field of view of light-sensitive uses to have any notable effect.

Night lighting for the Project would be provided to illuminate building vehicular and pedestrian entrances, signs, and security. Lighting would be low-level and ground- and/or building-mounted fixtures. As the existing Project Site is a surface parking lot, the Project would have the potential to alter lighting patterns in the area of the Project Site. Surrounding land uses that would be sensitive to increases in ambient illumination include the multi-family residences located west of the Project Site. Headlights from vehicles entering and exiting the Project's parking area at night would be an increased source of light at the Project Site due to the greater intensity of use compared to the surface parking lot. However, the amount of light from vehicle headlights would not directly shine upon any nearby light-sensitive land use.

Current sources of light associated with the Project Site include street lights, vehicle headlights, and security lights. It is anticipated that the amount of light emanating from the Project would represent an increase over current light levels. Even so, as a Project design feature intended to ensure lighting impacts would not result, outdoor lighting would be designed and installed with shielding so that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above. Therefore, impacts would be less than significant and no mitigation measures are required.

Glare

Glare is a common phenomenon in the Southern California area due mainly to the occurrence of a high number of days per year with direct sunlight and the highly urbanized nature of the region, which results in a large concentration of potentially reflective surfaces. Potential reflective surfaces in the Project vicinity include vehicles traveling and parked on streets in the vicinity of the Project Site and exterior building windows. Excessive glare not only restricts visibility, but also increases the ambient heat reflectivity in a given area.

The Project would incorporate both solid and glass surfaces. Exterior portions of the proposed building would utilize various non-reflective material designed to minimize the transmission of glare from buildings. Project parking would be located below ground, thus, minimizing potential glare from vehicles. As a Project design feature, the exterior of the proposed building would be constructed of high-performance, non-reflective materials to minimize glare and reflected heat. Moreover, the Project would not use polished metals in its design. Therefore, impacts would be less than significant and no mitigation measures are required.

Shade/Shadow

The issue of shade and shadow pertains to the blockage of direct sunlight by buildings, which may affect adjacent properties. The effects of shading are site specific. As described in the *L.A. CEQA Thresholds Guide*, shadow effects are dependent upon several factors, including the local topography, the height and bulk of a project's structural elements, sensitivity of adjacent land uses, season, and duration of shadow projection. Facilities and operations sensitive to the effects of shading include: routinely useable outdoor spaces associated with residential, recreational, or institutional (e.g., schools, convalescent homes) land uses; commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors. These uses are considered to be sensitive because sunlight is important to function, physical comfort, or commerce.

As described in the *L.A. CEQA Thresholds Guide*, for non-qualifying projects under ZI 2452 a significant impact would generally occur if the development introduced light-blocking structures in excess of 60 feet in height above the ground elevation that would be located within a distance of three times the height of the proposed structure to a shadow-sensitive use on the north, northwest, or northeast. The Project proposes to construct a 95-foot-tall building at the site. While there are no shadow-sensitive land uses to the north or northeast of the Project Site as a surface parking lot and the side facade and associated parking area for the U.S. Post Office Hollywood Station are located north and northeast across Selma Avenue, respectively (see Figure II-2), the multi-family residential building located immediately west of the Project Site may have shade and shadow cast upon a portion of that building for a period of time by the Project. However, the Project would be consistent with the urban viewshed of the surrounding area and with the type of commercial development permitted at the Project Site, and within the permitted height restrictions for the Project Site. Moreover, as the Project is located within a TPA, the Project's building height and resultant shade and shadows are not considered to be a significant impact. Therefore, impacts would be less than significant and no mitigation measures are required.

Cumulative Impacts

The focus of this cumulative impacts analysis is on the combined impact of the Project and the 139 related projects (see Section II.5, [Related Projects]) with respect to the topics listed in the aesthetics analysis above, including views, scenic resources, shade/shadow, etc. The cumulative impacts study area for

aesthetics is the extent of the Project's immediate viewshed. The nearest related projects to the Project Site are the following:

- Related Project No. 28, a 225-room hotel located at 1541 Wilcox Avenue, approximately 53 feet to the southeast;
- Related Project No. 138, a 168-room hotel and 4,000-square-foot restaurant located on 1600 Schrader Boulevard, approximately 62 feet to the northwest across Selma Avenue;
- Related Project No. 139, a 114-room hotel and 10,600-square-foot restaurant located at 6421-6429 Selma Ave and 1600-1604 Wilcox Ave, approximately 240 feet to the northwest;
- Related Project No. 125, a 20,624-square-foot restaurant and 6,000-square-foot retail use located at 6421 Selma Avenue, approximately 356 feet to the east;
- Related Project No. 33, a 180-room hotel located at 6417 Selma Avenue, approximately 440 feet to the east;
- Related Project No. 93, a 69-room hotel, 1,500-square-foot office, and 700 square feet of other uses located at 1525 Cahuenga Boulevard, approximately 460 feet to the southeast; and
- Related Project No. 50, a 12,225-square-foot restaurant located at 6506 Hollywood Boulevard, approximately 560 feet to the north.

The Project Site vicinity is an urban, high-density area with existing buildings of varying heights and mass characterizing a diverse mix of land uses. As such, the existing viewshed of the Project Site is primarily defined by these urban uses, and the nearby related projects would be within this viewshed. The Project, in conjunction with the above-identified nearby related projects, as well as other related projects are part of the continued urban redevelopment of the vicinity. Thus, these projects would result in intensification of land uses in an already highly urbanized area of the City. However, anticipated growth would continue to be guided by the General Plan and other planning tools that anticipate the continued development and redevelopment of the area. Consequently, no changes in the nature or land use of various communities that would substantially degrade the area would be permitted to occur under the requirements of the General Plan, zoning, and CEQA, thereby protecting the visual character of the area. Thus, development of the Project in combination with the related projects would not result in adverse cumulative visual compatibility impacts.

Moreover, development of the Project, in conjunction with the nearby related projects, would result in an increase of shading impacts in the Project Site vicinity. A cumulative shading impact may occur if a related project were constructed adjacent to or near the Project and resulted in a shadow overlap such that the new combined shadow would be cast upon shadow-sensitive uses in excess of the threshold. However, as the Project is within a TPA and meets the criteria set forth in ZI 2452, the resulting shade and show impacts would be less than significant. Similarly, Related Project No. 28 also meets the criteria for ZI 2452. Even so, as a matter of CEQA, the Project would not result in shade and shadow impacts, and as such, would not contribute to a cumulatively considerable impact. No other related projects are located in close enough proximity to the Project Site to result in a cumulative shade-shadow impact. Each of the

related projects would be evaluated to determine the degree to which these developments would create shading impacts.[4] Therefore, the Project would not result in a cumulatively significant shading impact.

The existing level of ambient lighting in the Project area is very high, due to the high density of development that is already present. The Project, in combination with the related projects, would increase cumulative ambient light levels from buildings and signage. The cumulative effect of increased building light would be to reinforce the perception of the area as a high-density urban area, which would not vary substantially from the existing perception. Therefore, cumulative effects related to artificial light would be less than significant.

The façade of the Project building would consist of materials such as high-performance tinted non-reflective glass and pre-cast concrete or fabricated wall surfaces to prevent a significant impact from glare. It is anticipated that, like the Project, new buildings developed as part of the related projects would be subject to similar requirements to incorporate low- or non-reflective glass. Furthermore, the effects of any new glare sources would be transitory and would not disrupt off-site activities. Therefore, cumulative effects related to glare would be less than significant. Considering all of the above, the cumulative aesthetic impact would be less than significant.

2. AGRICULTURE AND FORESTRY RESOURCES

a) Would the project 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. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project were to result in the conversion of State-designated Farmland to a non-agricultural use.

The Project Site is within an urbanized setting in the Hollywood community and is not zoned for agricultural uses. According to the State's Farmland Mapping and Monitoring Program's most recent farmland mapping data for Los Angeles County, neither the Project Site nor the surrounding area are designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[5] Thus, the Project would not result in the loss of State-designated Farmland to a non-agricultural use. Therefore, no impact would occur and no mitigation measures are required.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project were to result in the conversion of land zoned for agricultural use or under a Williamson Act contract from agricultural use to another non-agricultural use.

The Project Site is located within the jurisdiction of the City and is, therefore, subject to the applicable land use and zoning requirements in LAMC, particularly Chapter 1, General Provisions and Zoning (the

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[4] *Unless the project is a residential, mixed-use residential, or employment center project within a TPA, in which case, aesthetic impacts are less than significant as a matter of CEQA per ZI No. 2452.*

[5] *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2014, published April 2016, website: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/los14.pdf, accessed: November 10, 2016.*

"Planning and Zoning Code"). The Planning and Zoning Code includes development standards for the various districts in the City. The Project Site is zoned C4-2D (Commercial Zone – Height District No. 2 with a Development Limitation). Thus, the Project Site is not zoned for agricultural use, nor are there any agricultural uses currently occurring at the Project Site or within the surrounding area. Additionally, according to the State's most recent Williamson Act land data, neither the Project Site nor surrounding area are under a Williamson Act contract.[6] Therefore, no impact would occur and no mitigation measures are required.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12222(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. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project were to result in the conversion of land zoned for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).

In the City, forest land is a permitted use in areas zoned OS (Open Space); however, the City does not have specific zoning for timberland or Timberland Production. The Project Site is currently zoned C4-2D (Commercial Zone – Height District No. 2 with a Development Limitation), which does not permit forest land, timberland, or Timberland Production land uses. Therefore, no impact would occur and no mitigation measures are required.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project were to result in the loss of forest land or conversion of forest land to non-forest use.

The Project Site is entirely developed with a surface parking lot and is located in a heavily urbanized area of the City. No forest land exists on or in the vicinity of the Project Site, and implementation of the Project would not result in the loss or conversion of forest land. Therefore, no impact would occur and no mitigation measures are required.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project indirectly results in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

The Project Site is entirely developed as surface parking lot in a heavily urbanized area of the City. No agricultural uses, State-designated Farmland, or forest land uses occur at the Project Site or within the surrounding area. As such, implementation of the Project would not result in the conversion of existing

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[6] *State of California Department of Conservation, Division of Land Resource Protection, Conservation Program Support, Los Angeles County Williamson Act FY 2015/2016, published 2016, website: ftp://ftp.consrv.ca.gov/pub/dlrp/wa/LA_15_16_WA.pdf, accessed: November 10, 2016.*

Farmland, agricultural uses, or forest land on- or off-site. Therefore, no impact would occur and no mitigation measures are required.

Cumulative Impacts

The focus of this cumulative impacts analysis is on the combined impact of the Project and the 139 related projects (see Section II.5, [Related Projects]) with respect to the topics listed in the analysis above, including State-designated Farmland, agricultural uses, and forest land uses. The cumulative impacts study area for agriculture and forestry resources is the extent of the related projects (see Figure II-26 [Location of Related Projects] in Section II [Project Description]). The Project Site and related projects are located in a developed area of the City, and none of these respective sites contain State-designated Farmland.[7] Neither the Project Site nor the related projects are located on land currently used as agriculture or forest land, or on land zoned for agricultural uses or forest land, timberland, or Timberland Production. Thus, neither the Project nor the related projects would result in the conversion of existing agricultural uses or zoning to a non-agricultural use, nor result in the loss of forest land, timberland, Timberland Production or zoning, or the conversion of forest land to non-forest use. Therefore, there would be no cumulative impacts on agriculture and forestry resources.

3. AIR QUALITY

The following air quality analysis is based on the findings of the *Air Quality Impact Analysis for the Tommie Hotel Project* prepared by Cadence Environmental Consultants in December 2016 (the report is available as Appendix A to this IS/MND).

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. 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.

The South Coast Air Quality Management District (SCAQMD) is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources to meet federal and State ambient air quality standards. It has responded to this requirement by preparing a series of AQMPs. The most recent of these was adopted by the Governing Board of the SCAQMD on December 7, 2012. This AQMP, referred to as the 2012 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the South Coast Air Basin (the "Basin"), to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. The 2012 AQMP identifies the control measures that will be implemented over a 20-year horizon to reduce major sources of pollutants. Implementation of control measures established in the previous AQMPs has substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin.

The future air quality levels projected in the 2012 AQMP are based on several assumptions. For example, the SCAQMD assumes that general new development within the Basin will occur in accordance with population growth and transportation projections identified by the Southern California Association of

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[7] *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2014, published April 2016, website: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/los14.pdf, accessed: November 10, 2016.*

Governments (SCAG) in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which was adopted on April 4, 2012. The 2012 AQMP also assumes that general development projects will include strategies (mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations which are designed to address air quality impacts and pollution control measures.

For general development projects, SCAQMD recommends that consistency with the current AQMP be determined by demonstrating consistency with adopted local land use plan designations and/or population projections used in the development of the AQMP. Projects that are consistent with adopted local land use plan designations and/or applicable population projections would not interfere with air quality attainment because the growth of the project is included in the projections utilized in the formulation of the 2012 AQMP. As such, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds. However, changing a land use designation that would result in more intensive growth and/or exceeding the AQMP population projections could jeopardize attainment of the air quality conditions projected in the AQMP and is considered to be a significant impact.

The proposed Project would comply with all SCAQMD rules and regulations that are in effect at the time of development and that are applicable to the Project; the Project Applicant is not requesting any exemptions from the currently adopted or proposed rules.

The proposed hotel use is allowed under the City's existing land use designation and zoning for the Project Site. Therefore, the proposed Project would not exceed the growth projections of the AQMP, and, as such, would not conflict with the 2012 AQMP or jeopardize attainment of State and national ambient air quality standards in the area under the jurisdiction of SCAQMD.

The proposed Project would also be subject to the current Los Angeles Green Building Code (Ordinance No. 182,849; "City Building Code"), which adopted portions of the current California Green Building Standards ("CALGreen") Code standards to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional and global ecosystems. Mandatory measures that would be applicable to the proposed Project and that would help to reduce potential air pollutant emissions include the following:

- 99.05.106.5.3. Electric Vehicle (EV) Charging. Provide infrastructure to facilitate future installation of electric vehicle supply equipment (EVSE). EVSE and all devices related to EV charging shall be installed in compliance with the California Building Code Section 406.9, the California Electrical Code Article 625, and as follows:
    - 99.05.106.5.3.1. Charging Locations. Parking facilities shall have five percent of the total parking spaces, but not less than one, capable of supporting future EVSE charging locations.
- 99.05.211.1. Solar Ready Buildings. Comply with Section 110.10 of the California Energy Code.

Based on this information, the proposed Project would be consistent with the AQMP and the City's efforts to reduce regional air pollutant emissions. The impact of the proposed Project would be less than significant and no mitigation measures are required.

b) Would the project 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, SCAQMD currently recommends that impacts from projects with mass daily emissions that exceed any of the thresholds be considered significant. These thresholds are outlined below on Table IV-1 (SCAQMD Thresholds of Significance). The City defers to these thresholds for the evaluation of construction-related and operational air quality impacts.

Table IV-1
SCAQMD Thresholds of Significance

Pollutant	Construction Thresholds (lbs/day)	Operational Thresholds (lbs/day)
Volatile Organic Compounds (VOC)	75	55
Nitrogen Oxides (NO_X)	100	55
Carbon Monoxide (CO)	550	550
Sulfur Oxides (SO_X)	150	150
Respirable Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55

Notes: lbs = pounds
Source: South Coast Air Quality Management District, Air Quality Significance Thresholds, Revised March 2015, website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2, accessed November 21, 2016.

Mass Daily Regional Construction-Related Emissions

Construction of the proposed Project is anticipated to begin in or around the first quarter of 2017 and take place over a period of approximately 23 months. Approximately 779 cubic yards of asphalt paving and 25,000 cubic yards of soil would be exported from the Project Site as part of the demolition/excavation activities. As with all construction projects less than five acres in size, the proposed Project would be subject to the best available control measures of SCAQMD Rule 403 for the control of fugitive dust throughout the construction phases of development.

The analysis of mass daily regional construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod, version 2016.3.1), as recommended by SCAQMD. The mass daily construction-related emissions are shown in Table IV-2 (Estimated Mass Daily Regional Construction Emissions). These emissions assume a worst-case scenario in which the full set construction equipment would be used each day throughout the entire construction phase. In reality, each piece of equipment would only be used for a portion of each day and there would be days when very little equipment is used.

Table IV-2
Estimated Mass Daily Regional Construction Emissions

Year of Construction	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}[a]	$PM_{2.5}$[a]
2017	1.7	24.4	11.9	<0.1	1.9	1.1
2018	12.9	15.3	13.9	<0.1	1.9	1.1
SCAQMD Threshold of Significance	75.0	100.0	550.0	150.0	150.0	55.0
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Table IV-2
Estimated Mass Daily Regional Construction Emissions

Year of Construction	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}[a]	$PM_{2.5}$[a]

Notes: lbs = pounds
[a] *Calculated PM_{10} and $PM_{2.5}$ emissions assume compliance with SCAQMD Rule 403.*
Source: Cadence Environmental Consultants, December 2016. (CalEEMod result sheets are provided in Appendix A to the air quality report).

As shown in Table IV-2, the mass daily regional construction-related emissions generated during the Project construction phase would not exceed the thresholds of significance recommended by SCAQMD. Therefore, construction-related pollutant emission impacts would be less than significant and no mitigation measures are required.

Mass Daily Regional Operational Emissions

Operational emissions generated by area sources, energy sources, and mobile sources would result from the amount of normal day-to-day activities at the Project Site after occupation. Area source emissions are generated by the operation of landscape maintenance equipment and the use of consumer products. Energy sources are generated by the consumption of natural gas for heating and cooking.

The average daily operational emissions generated by the Project have been calculated using CalEEMod. The results of these calculations are presented in Table IV-3 (Estimated Mass Daily Regional Operational Emissions).

Table IV-3
Estimated Mass Daily Regional Operational Emissions

Emissions Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	1.7	<0.1	<0.1	0.0	<0.1	<0.1
Energy Sources	0.1	1.2	1.0	<0.1	0.1	0.1
Mobile Sources	5.3	24.5	72.1	0.2	16.8	4.7
Total Emissions	**7.1**	**25.7**	**73.1**	**0.2**	**16.8**	**4.7**
SCAQMD Threshold of Significance	55.0	55.0	550.0	150.0	150.0	55.0
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: lbs = pounds
Source: Cadence Environmental Consultants, December 2016. (CalEEMod result sheets are provided in Appendix A to the air quality report).

As shown in Table IV-3, the total operational emissions generated by the proposed Project would not approach the operational thresholds of significance set by SCAQMD. Therefore, impacts associated with regional operational emissions from the proposed Project would be less than significant and no mitigation measures are required.

c) Would the project 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 threshold for ozone precursors)?

Less Than Significant Impact. A significant impact may occur if the project would add a considerable cumulative contribution to federal or state non-attainment pollutants.

Because the Basin is currently in nonattainment for ozone (O_3), nitrogen dioxide (NO_2), PM_{10} and $PM_{2.5}$, related projects may likely exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the proposed Project's contribution, 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, SCAQMD recommends that a project's potential contribution to cumulative impacts 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 impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As discussed under Question 3(b), above, the mass daily regional construction-related and operational emissions generated by the proposed Project would not exceed any of the thresholds of significance recommended by SCAQMD. Also, as discussed under Question 3(d), below, daily localized emissions generated by the proposed Project would not exceed SCAQMD's Localized Significance Thresholds (LSTs). Therefore, the proposed Project would not contribute a cumulatively considerable increase in emissions for the pollutants for which the Basin is in nonattainment. The cumulative air quality impacts associated with the proposed Project would be less than significant and no mitigation measures are required.

d) Would the project 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. Land uses that are considered more sensitive to changes in air quality than others are referred to as sensitive receptors. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be sensitive to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air quality-related health problems than the general public. Residential uses are considered sensitive because people in residential areas are often at home for extended periods of time, so they could be exposed to pollutants for extended periods. Recreational areas are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on the human respiratory function.

The nearest sensitive receptors to the Project Site are the five-story hotel to the east and the four-story multi-family residential building to the west. Selma Avenue Elementary School is located one block to the west of the Project Site. The localized emissions of concern are NO_X, CO, PM_{10}, and $PM_{2.5}$. SCAQMD has developed LST look-up tables for project sites that are one, two, and five acres in size to simplify the evaluation of localized emissions at small sites. LSTs are provided for each Source Receptor Area (SRA) of the Basin and various distances from the source of emissions, and these 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 in the affected area. In the case of this analysis, the Project Site is located within SRA 1 (Central Los Angeles County) and the nearest sensitive use is adjacent to the site. The closest receptor distance in SCAQMD's mass rate look-up tables is 25 meters (82 feet). Projects that are located closer than 25 meters to the nearest receptor are directed to use the LSTs for receptors located within 25 meters. Therefore, the LSTs for a one-acre site are used to address the potential localized NO_X, CO, PM_{10}, and $PM_{2.5}$ impacts to the area surrounding the Project Site.

Localized Construction Emissions

Table IV-4 (Estimated Daily Localized Construction-Related Emissions) identifies the maximum daily emissions that are estimated to occur at the Project Site during the construction phases of the proposed Project.

Table IV-4
Estimated Daily Localized Construction-Related Emissions

Construction Phase	Emissions (lbs/day)			
	NO_X	CO	PM_{10}[a]	$PM_{2.5}$[a]
Parking Lot Demolition and Site Excavation				
On-Site Emissions	11.2	8.6	1.0	0.8
SCAQMD Localized Thresholds	74.0	680.0	5.0	3.0
Significant Impact?	**No**	**No**	**No**	**No**
Building Construction and Architectural Coatings				
On-Site Emissions	11.8	8.7	0.8	0.8
SCAQMD Localized Thresholds	74.0	680.0	5.0	3.0
Significant Impact?	**No**	**No**	**No**	**No**

Notes: lbs = pounds
[a] *Calculated PM_{10} and $PM_{2.5}$ emissions assume compliance with SCAQMD Rule 403.*
Source: Cadence Environmental Consultants, December 2016. (CalEEMod result sheets are provided in Appendix A to the air quality report).

As shown in Table IV-4, emissions during the construction phases would not exceed SCAQMD's LSTs for the specified pollutants. Therefore, impacts related to localized pollutant concentrations during construction would be less than significant and no mitigation measures are required.

Localized Operational Emissions

The average daily localized operational emissions that would be generated at the Project Site are shown in Table IV-5 (Estimated Daily Localized Operational Emissions) along with the applicable operational LSTs for SRA 1.

Table IV-5
Estimated Daily Localized Operational Emissions

Emissions Source	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Area Sources	<0.1	<0.1	<0.1	<0.1
Energy Sources	1.2	1.0	0.1	0.1
Mobile Sources	0.2	0.7	0.2	<0.1
Total Emissions	1.4	1.7	0.3	0.1
SCAQMD Threshold of Significance	74.0	680.0	2.0	1.0
Significant Impact?	**No**	**No**	**No**	**No**

Notes: lbs = pounds
Source: Cadence Environmental Consultants, December 2016. (CalEEMod result sheets are provided in Appendix A to the air quality report).

As shown in Table IV-5, on-site operational emissions generated by the new hotel building would not approach the established SCAQMD localized thresholds. Therefore, this impact would be less than significant and no mitigation measures are required.

In addition to the emissions generated at the Project Site, localized emissions would also be generated by vehicles traveling through nearby intersections. Traffic-congested roadways and intersections (Level of Service [LOS] D or worse) have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed national and/or State standards for CO are termed CO "hotspots." SCAQMD considers CO as a localized problem requiring additional analysis when a project is likely to subject sensitive receptors to CO hotspots.

SCAQMD has recommended that a CO hotspot analysis should be conducted for intersections where a project would have a significant traffic-related congestion impact causing the LOS to change to E or F or when a project increases the volume-to-capacity ratio (V/C) increases by two percent and the LOS is D or worse. It should be noted that these recommendations were formulated several years ago when the Basin was a nonattainment area for federal and State CO standards. The Basin is now in attainment of all applicable ambient CO standards and the maximum 1-hour concentration of 3.0 parts per million (ppm) and the maximum 8-hour concentration of 2.0 ppm measured within SRA 1 in 2014 (the most recent data available) are well below the 35.0 ppm federal and 20.0 ppm State 1-hour standards as well as the 9.0 federal and State 8-hour standard.

As discussed under Question No. 16(a), below, the proposed Project would result in the average generation of 2,241 vehicle trips per weekday. The Traffic Report prepared for the proposed Project concludes that the traffic generated by the proposed Project would not cause a significant impact at any of the intersections in the vicinity of the Project Site. As such, the increase in traffic associated with the Project would not be capable of increasing localized CO concentrations at intersections to levels that exceed federal and/or State standards. Therefore, impacts would be less than significant and no mitigation measures are required.

e) Would the project create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. A project-related significant adverse effect could occur if construction or operation of a project would result in generation of odors that would be perceptible in adjacent sensitive areas.

Operational odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The proposed Project involves the construction and operation of new hotel building and a parking structure, which is not typically associated with odor complaints. As the proposed Project involves no elements related to industrial projects, no objectionable odors are anticipated. Therefore, potential impacts associated with objectionable odors would be less than significant and no mitigation measures are required.

Cumulative Impacts

The focus of this cumulative impacts analysis is on the combined impact of the Project and the 139 related projects (see Section II.5 [Related Projects]) with respect to the topics listed in the air quality analysis above, including consistency with air quality plans, contributing to air pollutants, exposing sensitive receptors to air pollutants, etc. The cumulative impacts study area for air quality is the Basin. As discussed in Question 3(c) above, a significant impact may occur if a project would add a considerable cumulative contribution to federal or State non-attainment pollutant.

Because the South Coast Air Basin is currently in nonattainment for O_3, NO_2, PM_{10}, and $PM_{2.5}$, other new projects in the local vicinity could exceed an air quality standard or contribute to an existing or projected

air quality exceedance. With regard to determining the significance of the proposed Project's contribution, SCAQMD considers any construction-related and/or operational emissions from individual projects that exceed the project-specific thresholds of significance identified above to be considered cumulatively considerable. As discussed above, the maximum mass daily regional and localized construction-related and operational emissions associated with the proposed Project would not exceed the thresholds of significance recommended by SCAQMD. Therefore, the proposed Project would not contribute a cumulatively considerable increase in emissions for the pollutants for which the Basin is in nonattainment. The cumulative air quality impacts associated with the proposed Project would be less than significant.

4. BIOLOGICAL RESOURCES

a) Would the project 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 regulation, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in:

- 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;
- 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
- 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 fully developed as a surface parking lot and located in a heavily urbanized area of the City. According to the *L.A. CEQA Threshold Guide*, the City encompasses a variety of open space and natural areas that serve as habitat for sensitive species. Much of this natural open space is found in or is adjacent to the foothill regions of the San Gabriel, Santa Susana, Santa Monica, and Verdugo Mountains, the Simi Hills, and along the coastline between Malibu and the Palos Verdes Peninsula. Many of the outlying areas are contiguous with larger natural areas, and may be part of significant wildlife habitats or movement corridors. The central and valley portions of the City contain fewer natural areas.[8] The Project Site and surrounding area are not identified as a biological resource area.[9] Moreover, the Project Site and immediately surrounding area are not within or near a designated Significant Ecological Area.[10]

Due to its developed and disturbed condition, the Project Site does not contain any habitat capable of sustaining any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Additionally, there are no known locally designated natural communities at the Project Site or in

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[8] *City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, pages C-1 – C-2.*

[9] *Ibid, Exhibit C-2, Biological Resource Areas (Metro Geographical Area).*

[10] *Los Angeles County Department of Regional Planning, Planning & Zoning Information, GIS-NET3 online database, website: http://planning.lacounty.gov/gisnet3, accessed: November 10, 2016.*

the immediate vicinity, nor is the Project Site located immediately adjacent to undeveloped natural open space or a natural water source that may otherwise serve as habitat for State- or federally-listed species. Therefore, the Project would have no impact on sensitive biological species or habitat and no mitigation measures are required.

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

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in:

- 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;
- 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;
- The alternation of an existing wetland habitat; or
- 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 fully developed with a surface parking lot area, and is located in a heavily urbanized area of the City. No riparian or other sensitive habitat areas are located on or adjacent to the Project Site.[11,12] As discussed above, neither the Project Site nor adjacent areas are within a biological resource area or Significant Ecological Area. Implementation of the Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities. Therefore, no impact would occur and no mitigation measures are required.

c) Would the project 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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, 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 fully developed with a surface parking lot, and is located in a heavily urbanized area of the City. Review of the National Wetlands Inventory identified no protected wetlands in the vicinity of the Project Site.[13] Furthermore, the Project Site does not support any riparian or wetland habitat, as

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11 *City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, Exhibit C-2, Biological Resource Areas (Metro Geographical Area).*

12 *U.S. Fish and Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: http://www.fws.gov/wetlands/Data/Mapper.html, accessed: November 10, 2016*

13 *Ibid.*

defined by Section 404 of the Clean Water Act. Therefore, no impact would occur and no mitigation measure are required.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in interference with wildlife movement or migration corridors that may diminish the chances for long-term survival of a sensitive species.

Due to the developed condition and location of the Project Site, there are no wildlife corridors or native wildlife nursery sites in the Project vicinity. While there are no trees on-site or street trees along Selma Avenue directly north of the Project Site, the perimeter wall at the southern property line of the Project Site is covered in greenery, which would be removed during construction. This greenery may provide temporary suitable habitat for nesting migratory birds, which are protected under the federal Migratory Bird Treaty Act (MBTA). The MBTA, which is an international treaty ratified in 1918, protects migratory nongame native bird species (as listed in 50 C.F.R. Section 10.13) and their nests. Additionally, Section 3503, 3503.5, and 3513 of the California Fish and Game Code (CFGC) prohibit "take"—to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill per CFGC Section 86—of all birds and their active nests, including raptors and other migratory nongame birds (as listed under the MBTA). The Project would be required to comply with these existing federal and state laws (i.e., MBTA and California Fish and Game Code, respectively). Therefore, no impact would occur and no mitigation measures are required.

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

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, 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's Protected Tree Ordinance No. 177,404.

There are no trees on-site or street trees along Selma Avenue directly north of the Project Site. Therefore, no impact would occur and no mitigation measures are required.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact would occur if a project would be inconsistent with mapping or policies in any conservation plans of the types cited.

The Project Site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.[14] Therefore, no impact would occur and no mitigation measures are required.

Cumulative Impacts

The focus of this cumulative impacts analysis is on the combined impact of the Project and the 139 related projects (see Section II.5, [Related Projects]) with respect to the topics listed in the biological resources analysis above, including special status species and habitat, riparian habitat and sensitive natural communities, wetlands, wildlife movement, protected trees, etc. The cumulative impacts study area for biological resources is the extent of the related projects.

As discussed above, the Project would not result in a potentially significant impact to biological resources. The Project Site and the related projects are located in a developed area in the City. However, it is unknown whether or not any of the properties on which the related projects are located contain biological resources, such as sensitive species or protected trees. Each of the related projects are anticipated to comply with all federal, State, and local regulations pertaining to biological resources. Nonetheless, as the Project would result in no impacts to biological resources, there is no potential for the Project to contribute to a cumulative impact.

5. CULTURAL RESOURCES

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project would disturb historic resources which presently exist within the project site. Section 15064.5 of the *State CEQA Guidelines* defines an historical resource as:

1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources;

2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or

3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

A significant impact would occur if a project were to adversely affect an historical resource meeting one of the above definitions. A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.

The Project Site is currently developed with a surface parking lot, thus, no historic structures are located on site. Additionally, the Project Site does not require historic preservation review and is not within a

[14] *California Department of Fish and Wildlife, California Regional Conservation Plans, August 2015, website: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline, accessed: November 10, 2016.*

historic preservation overlay zone;[15] nor is the Project Site identified in the Historic Places LA resource inventory,[16] or as a City Historic-Cultural Monument (HCM).[17] However, City records indicate that the adjacent structures to the immediate south and east of the Project Site were constructed between 1926 and 1930.[18] As structures at least 50 years of age are eligible for consideration as a historic resource and due to the proximity of these structures, a Historic Impacts Assessment was prepared for the Project by Historic Resources Group in December 2016, which is hereby incorporated by reference (this report is available in Appendix G to this IS/MND). Due the Project Site's location within the Hollywood Redevelopment Plan Area, the Historic Impacts Assessment was reviewed by the CRA/LA, and was determined to be adequate. The following summarizes the findings of the Historic Impacts Assessment.

Regulatory Framework

Generally, a lead agency must consider a property a historical resource under CEQA if it is eligible for listing in the California Register of Historical Resources (the "California Register"). The California Register is modeled after the National Register of Historic Places (the "National Register"). Furthermore, a property is presumed to be historically significant if it is listed in a local register of historical resources or has been identified as historically significant in a historic resources survey (provided certain criteria and requirements are satisfied) unless a preponderance of evidence demonstrates that the property is not historically or culturally significant. The National Register, California Register, and City HCM program are discussed below.

National Register

The National Register is an authoritative guide to be used by federal, State, and local governments, private groups and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment.

Criteria

To be eligible for listing in the National Register, a property must be at least 50 years of age (unless the property is of "exceptional importance") and possess significance in American history and culture, architecture, or archaeology. A property of potential significance must meet one or more of the following four established criteria:

A. Associated with events that have made a significant contribution to the broad patterns of our history; or

B. Associated with the lives of persons significant in our past; or

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[15] *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: November 10, 2016.*

[16] *City of Los Angeles Department of City Planning, Office of Historic Resources, Historic Places LA online map, website: http://www.historicplacesla.org/map, accessed: November 10, 2016.*

[17] *City of Los Angeles Department of City Planning, LA Historic-Cultural Monuments, May 2015, website: http://planning.lacity.org/mapgallery/Image/Citywide/LA_HCM.pdf, accessed: November 10, 2016.*

[18] *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: November 21, 2016.*

C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. Yield, or may be likely to yield, information important in prehistory or history.

Physical Integrity

According to *National Register Bulletin #15*, to be eligible for listing in the National Register, a property must not only be shown to be significant under National Register criteria, but it also must have integrity. Integrity is defined in *National Register Bulletin #15* as the ability of a property to convey its significance. Within the concept of integrity, the National Register recognizes seven aspects or qualities that in various combinations define integrity. They are feeling, association, workmanship, location, design, setting, and materials, and they are defined by *National Register Bulletin #15* as follows:

- Location is the place where the historic property was constructed or the place where the historic event occurred.
- Design is the combination of elements that create the form, plan, space, structure, and style of a property.
- Setting is the physical environment of a historic property.
- Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.
- Association is the direct link between an important historic event or person and a historic property.

Context

To be eligible for listing in the National Register, a property must also be significant within a historic context. *National Register Bulletin #15* states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are those patterns, themes, or trends in history by which a specific property or site is understood and its meaning is made clear. A property must represent an important aspect of the area's history or prehistory and possess the requisite integrity to qualify for the National Register.

Historic District

The National Register includes significant properties, which are classified as buildings, sites, districts, structures, or objects. A historic district derives its importance from being a unified entity, even though it is often composed of a variety of resources. The identity of a district results from the interrelationship of its resources, which can be an arrangement of historically or functionally related properties.

A district is defined as a geographically definable area of land containing a significant concentration of buildings, sites, structures, or objects united by past events or aesthetically by plan or physical

development. A district's significance and historic integrity should help determine the boundaries. Other factors include:

- Visual barriers that mark a change in the historic character of the area or that break the continuity of the district, such as new construction, highways, or development of a different character;
- Visual changes in the character of the area due to different architectural styles, types, or periods, or to a decline in the concentration of contributing resources;
- Boundaries at a specific time in history, such as the original city limits or the legally recorded boundaries of a housing subdivision, estate, or ranch; and
- Clearly differentiated patterns of historical development, such as commercial versus residential or industrial.

Within historic districts, properties are identified as contributing and noncontributing. A contributing building, site, structure, or object adds to the historic associations, historic architectural qualities, or archeological values for which a district is significant because:

- It was present during the period of significance, relates to the significance of the district, and retains its physical integrity; or
- It independently meets the criterion for listing in the National Register.

California Register

In 1992, Governor Wilson signed Assembly Bill (AB) 2881 into law establishing the California Register. The California Register is an authoritative guide used by state and local agencies, private groups, and citizens to identify historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse impacts.

The California Register consists of properties that are listed automatically as well as those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed in the National Register and those formally Determined Eligible for the National Register;
- State Historical Landmarks from No. 0770 onward; and
- Those California Points of Historical Interest that have been evaluated by the State Office of Historic Preservation (SOHP) and have been recommended to the State Historical Resources Commission for inclusion in the California Register.

For properties not automatically listed, the criteria for eligibility of listing in the California Register are based upon National Register criteria, but are identified as 1-4 instead of A-D. To be eligible for listing in the California Register, a property generally must be at least 50 years of age and must possess significance at the local, state, or national level, under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or

3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or

4. It has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

Historical resources eligible for listing in the California Register may include buildings, sites, structures, objects, and historic districts. Resources less than 50 years of age may be eligible if it can be demonstrated that sufficient time has passed to understand their historical importance. While the enabling legislation for the California Register is less rigorous with regard to the issue of integrity, there is the expectation that properties reflect their appearance during their period of significance.

The California Register may also include properties identified during historical resource surveys. However, the survey must meet all of the following criteria:

1. The survey has been or will be included in the State Historic Resources Inventory;

2. The survey and the survey documentation were prepared in accordance with office [SOHP] procedures and requirements;

3. The resource is evaluated and determined by the office [SOHP] to have a significance rating of Category 1 to 5 on a DPR Form 523; and

4. If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.

SOHP Survey Methodology

The evaluation instructions and classification system proscribed by the SOHP in its *Instructions for Recording Historical Resources* provide a three-digit evaluation code for use in classifying potential historical resources. In 2003, the codes were revised to address the California Register. The first digit indicates the general category of evaluation. The second digit is a letter code to indicate whether the resource is separately eligible (S), eligible as part of a district (D), or both (B). The third digit is a number, which is coded to describe some of the circumstances or conditions of the evaluation referred to in the first digit. The general evaluation categories are as follows:

1. Listed in the National Register or the California Register.

2. Determined eligible for listing in the National Register or the California Register.

3. Appears eligible for listing in the National Register or the California Register through survey evaluation.

4. Appears eligible for listing in the National Register or the California Register through other evaluation.

5. Recognized as historically significant by local government.

6. Not eligible for listing or designation as specified.

7. Not evaluated or needs re-evaluation.

City Cultural Heritage Ordinance

The Los Angeles City Council adopted the Cultural Heritage Ordinance in 1962 and amended it in 2007 (Sections 22.171 et. seq. of the Administrative Code). The Ordinance created a Cultural Heritage Commission and criteria for designating HCMs. The Commission is comprised of five citizens, appointed by the mayor, who have exhibited knowledge of Los Angeles history, culture, and architecture. The four criteria for HCM designation are stated below:

- The proposed HCM reflects the broad cultural, economic, or social history of the nation, state or community; or
- The proposed HCM is identified with historic personages or with important events in the main currents of national, state or local history; or
- The proposed HCM embodies the characteristics of an architectural type specimen inherently valuable for a study of a period, style or method of construction;
- The proposed HCM is the notable work of a master builder, designer, or architect whose individual genius influenced his or her age.

Unlike the National and California Registers, the Ordinance makes no mention of concepts such as physical integrity or period of significance. Moreover, properties do not have to reach a minimum age requirement, such as 50 years, to be designated as HCMs.

Identification of Historic Resources in the Vicinity of the Project Site

As noted above, there are no historic resources located on the Project Site. Potential historic resources located adjacent to or in the near vicinity of the Project Site are examined below. Resources that are listed in, or eligible for listing in, the National Register, the California Register, or HCMs were identified by consulting the appropriate national, State, and local listings. These resources and their proximity to the Project Site are shown in Figure II-2 (Aerial Photo of the Project Site) in Section II (Project Description) of this IS/MND.

Hotel Hollywood Wilcox (Mama Shelter Hotel)

The Mama Shelter Hotel is located at 1557 Wilcox Avenue, immediately adjacent to the Project Site to the east (identified as No. 2 in Figure II-2). Formerly the Hotel Hollywood Wilcox, the five-story masonry building was originally constructed in 1926 in the Mediterranean Revival style but has been substantially altered. The property was surveyed in 2003 and was determined eligible for local designation only, with a status code of 5S1. The 2009 Hollywood Redevelopment Project Area Survey determined that due to alterations, the property lacked sufficient integrity for designation and assigned it a status code of 6Z or "Found ineligible for NR, CR or Local designation through survey evaluation." The building has been further altered since the 2009 survey, and lacks sufficient integrity for designation at the national, State, or local levels. It is therefore not considered an historical resource for the purposes of CEQA.

Casa Verde Apartments

The Casa Verde Apartments are located at 1552 Schrader Boulevard, immediately adjacent to the Project Site to the west (identified as No. 1 in Figure II-2). The building was developed by the Hollywood

Community Housing Corporation and completed in 2000. This building has not been in existence long enough to be considered as a historic resource.

Hollywood Citizen News Building

The Hollywood Citizen News Building is located at 1545 Wilcox Avenue, immediately adjacent to the Project Site to the east (identified as No. 3 in Figure II-2). The Hollywood Citizen News Building is a two-story Art Deco-style commercial building constructed in 1930. It retains a high degree of integrity. The 2009 Hollywood Redevelopment Project Area Survey determined that the property appeared individually eligible for listing in the National Register and assigned it a status code of 3S or "Appears eligible for the NR as an individual property through survey evaluation." The property is therefore considered an historical resource for the purposes of CEQA.

1540 Schrader Boulevard

This 6-unit building, currently used as commercial offices, is located immediately adjacent to the Project Site to the south (identified as No. 5 in Figure II-2). The property is occupied by a two-story Spanish Colonial Revival-style building constructed in 1927. The 2009 Hollywood Redevelopment Project Area Survey assigned the property a status code of 7R, "Identified in reconnaissance level survey; not evaluated." The building has a rectangular plan with a linear configuration; low-pitched gable roof with clay barrel tile roofing and overhanging eaves; towers and decorative chimney caps; cement plaster walls; overhanging wood balconies; semicircular and pointed arches; pierced plaster window grilles; and wood sash casement windows. The building is an excellent example of Spanish Colonial Revival-style architecture and reflects an important period of Hollywood's development, and it appears to retain a high degree of integrity. It therefore appears eligible for listing in the National Register, the California Register, and as a local HCM, and is considered an historical resource as defined by CEQA.

United States Post Office – Hollywood Station

The U.S. Post Office-Hollywood Station is located at 1615 North Wilcox Avenue, northeast of the Project Site across Selma Avenue (identified as No. 6 in Figure II-2). The Post Office is a two-story, reinforced concrete building designed by noted Los Angeles architect Claud Beelman and constructed in 1937 under the Works Progress Administration (WPA). It is an excellent example of the WPA Moderns style of architecture. The Post Office was individually listed in the National Register in 1985, and is thereby also listed in the California Register. It is therefore an historical resource as defined by CEQA.

Significant Impact Criteria

CEQA Thresholds

The State CEQA Guidelines indicate that a project would normally have a significant impact on historical resources if it would result in a substantial adverse change in the significance of a historical resource. A substantial adverse change in significance occurs if the project involves:[19]

- Demolition of a significance resource;

[19] *State CEQA Guidelines Section 15064.5(b)*

- Relocation that does not maintain the integrity and (historical/architectural) significance of a significant resource;
- Conversion, rehabilitation, or alteration of a significant resource which does not conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings; or
- Construction that reduces the integrity or significance of important resources on the site or in the vicinity

The State Legislature, in enacting the California Register, amended CEQA to clarify which properties are significant, as well as which project impacts are considered to be significantly adverse. A project with an effect that may cause a substantial adverse change in the significance of an historic resource is a project that may have a significant effect on the environment. A substantial adverse change in the significance of an historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. The State CEQA Guidelines go on to state that "[t]he significance of an historic resource is materially impaired when a project... [d]emolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources... local register of historic resources... or its identification in a historic resources survey."[20]

Secretary of the Interior's Standards

The Secretary of the Interior's Standards for the Treatment of Historic Properties (the "Standards") provide guidance for reviewing proposed projects that may affect historic resources.

The intent of the Standards is to assist the long-term preservation of a property's significance through the preservation, rehabilitation, and maintenance of historic materials and features. The Standards pertain to historic buildings of all materials, construction types, sizes, and occupancy, and encompass the exterior and interior of the buildings. The Standards also encompass related landscape features and the building's site and environment, as well as attached, adjacent, or related new construction.

From a practical perspective, the Standards have guided agencies in carrying out their historic preservation responsibilities including State and local officials when reviewing projects that may impact historic resources. The Standards have also been adopted by state and local jurisdictions across the country including the City.

In addition, the Standards are a useful analytic tool for understanding and describing the potential impacts of substantial changes to historic resources. However, under California environmental law, compliance with the Standards does not necessarily determine whether a project would cause a substantial adverse change in the significance of an historic resource. Rather, projects that comply with the Standards benefit from a regulatory presumption that they would have a less than significant adverse impact on a historic resource.[21]

The Standards and associated guidelines comprise four distinct historic "treatments," including: (1) preservation; (2) rehabilitation; (3) restoration; and (4) reconstruction. The specific standards and

[20] *State CEQA Guidelines Section 15064.5(b)(2)*

[21] *State CEQA Guidelines Section 15064.5(b)(3)*

guidelines associated with each of these possible treatments are provided on the National Park Service's website regarding the treatment of historic resources. The use of the Secretary of the Interior's "rehabilitation" standards (the "Rehabilitation Standards") provide a more conservative impact analysis for this Project. Two Rehabilitation Standards directly address adjacent new construction:

Standard 9: New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment

Standard 10: New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Project Impacts

The Project would replace an existing surface parking lot located on the south side of Selma Avenue between Schrader Boulevard and Wilcox Avenue. There are no historical resources on the Project Site. The Project Site is immediately adjacent to two historical resources, the National Register-eligible Hollywood Citizen News Building, located at 1545 Wilcox Avenue; and the office building located at 1540 Schrader Boulevard, which appears eligible for listing in the National Register. The Project Site is located in the vicinity of another historical resource, the National Register-listed U.S. Post Office-Hollywood Station, located across Selma Avenue to the northeast.

The Historic Impacts Assessment determined that the Project would not result in a direct impact to off-site historic resources; however, without the incorporation of appropriate construction excavation techniques, the Project may compromise the structural integrity of the adjacent historical resources. The Project's foundation would be lower than the existing foundations of the adjacent buildings. The Project's foundation design takes this into careful consideration in order to minimize settlement and to ensure the stability of these adjacent foundations. Specifically, the Project's construction would incorporate a temporary shoring system as recommended and designed by the Project's geotechnical engineer (see the geotechnical report in Appendix B.1 to this IS/MND). Compliance with the geotechnical report's recommendations are required of the Project through mitigation measures MM 6-1 and MM 6-2.

Shoring is a common practice in dense urban environments and would not result in potential adverse impacts to the adjacent historic structures because the foundations would be stabilized from construction-related vibration thereby protecting the off-site structures. Typically, the support system consists of steel shoring piles that are drilled (not driven) and installed at the perimeter of the proposed basement wall adjacent to the neighboring building. Based on input from a project geotechnical engineer, the steel shoring piles are designed to resist the earth pressures from the retained soil as well as the pressures from the adjacent building foundations, similar to the manner in which the final basement concrete walls are designed. Once the shoring system is in place and excavation has begun, the shoring piles are monitored regularly to verify whether movements of the shored wall are occurring. If movements are detected, they are evaluated and a determination is made by the shoring installers and design engineer as to whether remedial measures are required to reduce further movements of the soil. Therefore, construction activities associated with the Project would not potentially impact the physical integrity of the adjacent off-site structures, including the above-identified historic resources, and as a result, would not result in a significant adverse impact to a historic resource. The Hollywood Citizen News Building, 1540 Schrader Boulevard, and U.S. Post Office-Hollywood Station would continue to retain their historic significance after construction of the Project. Furthermore, their significance and integrity would

not be impaired by alterations to their surroundings caused by the Project, and all three buildings would maintain their eligibility for listing in the National Register. No mitigation measures are required.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?

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

The Project Site does not contain any known archaeological sites or archaeological survey areas.[22] Additionally, the Project is located in a highly urbanized area of the City and has been subject to past disturbances, including for the existing surface parking lot. Any archaeological resources that may have existed near the Project Site's surface would have likely been disturbed or previously removed. However, the Project would likely result in deeper excavations than previously performed on the site, including excavations to depths of approximately 50 feet below grade to construct the subterranean parking structure. As such, the possibility exists that deeper lying, previously unknown archeological artifacts may be present. Nonetheless, should archaeological resources be discovered during grading and excavation or construction activities, work would cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in PRC Section 21083.2, as required by existing regulatory requirements. The required compliance would ensure any found deposits are treated in accordance with federal, State, and local guidelines, including those set forth in to PRC Section 21083.2. Therefore, impacts would be less than significant and no mitigation measures are required.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. A significant impact could occur if grading or excavation activities associated with a project would disturb paleontological resources or unique geologic features which presently exist within a project site.

The Project Site is relatively flat, and does not contain any unique geological features. There are no known paleontological resources within the Project Site.[23] The Project Site and surroundings are within an area identified as having surface sediments with unknown fossils potential.[24] The Project Site has been previously disturbed and is developed with a surface parking lot, and as no paleontological resources have been identified on site or in the vicinity. Nonetheless, should paleontological resources be discovered

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[22] *City of Los Angeles, Citywide General Plan Framework Final Environmental Impact Report, certified August 2001, Figure CR-1 – Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles.*

[23] *City of Los Angeles, Citywide General Plan Framework Final Environmental Impact Report, certified August 2001, Figure CR-2 – Vertibrate [sic] Paleontological Resources in the City of Los Angeles.*

[24] *City of Los Angeles, Citywide General Plan Framework Final Environmental Impact Report, certified August 2001, Figure CR-3 – Invertibrate [sic] Paleontological Resource Sensitivity Areas in the City of Los Angeles.*

during grading and excavation or construction activities, existing regulatory requirements would require the City of Los Angeles Department of Building and Safety (LADBS) to be notified immediately, and all work to cease in the area of the find until a qualified paleontologist evaluates the find. The required compliance would ensure that the found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in PRC Section 21083.2. Therefore, impacts would be less than significant and no mitigation measures are required.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. A significant adverse impact would occur if grading or excavation activities associated with a project were to disturb previously interred human remains.

There are no known human remains within the Project Site. While no formal cemeteries, other places of human internment, or burial grounds sites are known to occur within the immediate Project Site area, there is always a possibility that human remains could be encountered during construction. Should human remains be encountered unexpectedly during grading or construction activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. 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 (PRC Section 5097), relating to the disposition of Native American burials would be required. Therefore, impacts would be less than significant and no mitigation measures are required.

Cumulative Impacts

The focus of this cumulative impacts analysis is on the combined impact of the Project and the 139 related projects (see Section II.5, [Related Projects]) with respect to the topics listed in the cultural resources analysis above, including historic, archaeological, and paleontological resources, and human remains. The cumulative impacts study area for cultural resources is the extent of the related projects.

The Project Site does not contain any known cultural resources and compliance with existing regulatory measures would ensure potential impacts from the inadvertent discovery of cultural resources would be reduced to a less than significant level. Moreover, as discussed above, through the use of shoring during the Project's excavation, potential impacts to the structural integrity of off-site uses including adjacent historic resources, would be less than significant. It is unknown whether or not any of the properties on which the related projects are located contain cultural resources. Any related project sites that contain historical, archaeological, or paleontological resources, or human remains would be required to comply with State regulations and/or safeguard mitigation measures similar to the Project. Nonetheless, as there are no known cultural resources on the Project Site, there is no potential for the Project to contribute to a cumulative impact.

6. GEOLOGY AND SOILS

The following analysis is based, in part, on the findings of the Geotechnical Engineering Investigation prepared by Geotechnologies, Inc., for the Project and the Soils Report Approval Letter issued by LADBS on July 26, 2016. (These reports are available as Appendices B.1 and B.2, respectively, to this IS/MND).

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in 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 a project site is located within a State-designated Alquist-Priolo Fault Zone or other designated fault zone, and appropriate building practices are not employed.

The Project Site is located in the seismically active region of Southern California. Southern California faults are classified as "active" or "potentially active." Faults from past geologic periods of mountain building that do not display evidence of recent offset are considered "potentially active." Faults that have historically produced earthquakes or show evidence of movement within the past 11,000 years are considered to be "active faults." The Alquist-Priolo Earthquake Fault Zoning Act was passed to mitigate the hazards of surface faulting and fault rupture to built structures, and Alquist-Priolo Special Studies Fault Zones have been designated by the California Geological Survey around faults that have been indicated to be active. Surface rupture generally occurs within 50 feet of an active fault line. Locally, LADBS has established Preliminary Fault Rupture Study Areas where active faults may exist and present a potential for surface ground rupture to occur during a local earthquake. These preliminary study areas are intended to act as a temporary Earthquake Fault Zone until the California Geological Survey establishes a permanent Alquist-Priolo Earthquake Fault Zone based, in part, on the geologic investigations produced by the City.

No known active faults cross the Project Site, and the Project Site is not located within a currently-designated Alquist-Priolo Earthquake Fault Zone.[25] The nearest active fault to the Project Site is the Hollywood Fault, approximately 0.5 mile from the site.[26] Thus, the potential for future surface rupture on site is very low due to the distance of the Project Site from the Hollywood Fault. Moreover, the Project Site is not within a Preliminary Fault Rupture Study Area.[27] Additionally, the City of Los Angeles Building Code, with which the proposed Project would be required to comply, contains construction requirements to ensure habitable structures are built to a level such that they can withstand acceptable seismic risk. Therefore, impacts related to ground rupture from known earthquake faults would be less than significant and no mitigation measures are required.

(ii) Strong seismic ground shaking?

Potentially Significant Unless Mitigation Incorporated. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or

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[25] *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: November 10, 2016.*

[26] *Ibid.*

[27] *Ibid.*

infrastructure, or expose people to substantial risk of injury. For the purpose of this issue, 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 locations in the Southern California region. The Project Site is located in the seismically active region of Southern California, and therefore, is susceptible to ground shaking during a seismic event. The nearest active fault to the Project Site is the Hollywood Fault, approximately 0.5 mile from the site.[28]

Due to the proximity of the Hollywood Fault to the Project Site and the one-second period response acceleration parameter, the Project is considered to be in Seismic Design Category D.[29] This seismic category is for structures with high seismic vulnerability (the highest seismic risk is assigned to Seismic Design Category F). The Project would comply with the City Building Code, which incorporates, with local amendments, the latest editions of the International Building Code and California Building Code. Compliance with the City Building Code includes incorporation of seismic standards appropriate to the Project Site and its Seismic Design Category. Modern buildings are designed to resist ground shaking through the use of shear panels, moment frames, and reinforcement in compliance with the Building Code. Additionally, the Project's geotechnical report concluded that development of the Project is feasible from a geotechnical engineering standpoint, provided the advice and recommendations contained in the report are included in the Project plans and are implemented during construction.[30] Furthermore, the Project's geotechnical report was approved by LADBS on July 26, 2016, provided the conditions contained therein are complied with during site development (the LADBS approval letter is provided in Appendix B.2 to this IS/MND).

Accordingly, through adherence to mitigation measures MM 6-1 and MM 6-2, the Project is required to incorporate the recommendation of the Project's geotechnical engineer and the conditions of approval provided by LADBS, which takes into account seismic calculations from probabilistic seismic hazard modeling for the site. The geotechnical engineer's recommendations pertain to, among other things, seismic design. Therefore, as the Project would be required to comply with the City Building Code, the recommendations in the geotechnical report, and the conditions of approval provided by LADBS impacts would be less than significant.

Mitigation Measures

MM 6-1. Prior to the issuance of permit(s) related to Project construction, the Project design consultant shall demonstrate the incorporation of the recommendations set forth in the Geotechnical Engineering Investigation prepared by the geotechnical consultant for the proposed Project, subject to the review and approval of the City of Los Angeles Department of Building and Safety.

MM 6-2. The Project shall comply with the conditions enumerated in the Soils Report Approval Letter provided by the City of Los Angeles Department of Building and Safety for the Project on July 26, 2016, and any subsequent amendments to the same as approved by LADBS.

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[28] *Ibid.*

[29] *Geotechnologies, Inc., Geotechnical Engineering Investigation, September 24, 2015, page 9. (Appendix B.1).*

[30] *Ibid.*

(iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in 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 a project is located in an area identified as having a high risk of liquefaction and design measures required within such designated areas are not incorporated into the project.

Liquefaction is a process whereby strong seismic shaking causes unconsolidated, water-saturated sediment to temporarily lose strength and behave as a fluid. The possibility of liquefaction occurring at a given site is dependent on several factors, including: anticipated intensity and duration of ground shaking; the origin, texture, and composition of shallow sediments (in general, cohesionless, fine-grained sediments such as silts or silty sands, and areas of uncompacted or poorly compacted fills are more prone to liquefaction); and the presence of shallow groundwater.

The Project Site is not identified as within a liquefaction area.[31] According to the Project's geotechnical report (Appendix B.1), the California Geologic Survey does not classify the Project Site as part of the potentially "liquefiable" area.[32] Moreover, although not required, a liquefaction evaluation was performed on the Project Site following LADBS requirements. Based on the adjusted blow count data, results of laboratory testing, and the calculated factor of safety against the occurrence of liquefaction, the potential for liquefaction at the Project Site is considered to be remote.[33] Furthermore, as discussed above, the Project would comply with the City Building Code, which incorporates, with local amendments, the latest editions of the International Building Code and California Building Code as well as comply with the Uniform Building Code standards. Therefore, impacts with regards to liquefaction would be less than significant and no mitigation measures are required.

(iv) Landslides?

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in 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 a project is located in a hillside area with soil conditions that would suggest a high potential for sliding.

The Project Site and surrounding vicinity are flat and are not located within an area identified as having a potential for landslides.[34] Additionally, the Project Site is within a developed area of the City and there are no known landslides nearby, nor is the site in the path of any known or potential landslides. Therefore, no impact would occur and no mitigation measures are required.

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[31] *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: November 10, 2016.*

[32] *Geotechnologies, Inc., Geotechnical Engineering Investigation, September 24, 2015, page 6.*

[33] *Ibid., page 7.*

[34] *City of Los Angeles Department of City Planning, Safety Element of the Los Angeles City General Plan, Adopted November 26, 1996, Exhibit C: Landslide Inventory & Hillside Areas in the City of Los Angeles.*

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. A significant impact may occur if a project exposes large areas to the erosional effects of wind or water for a protracted period of time.

The majority of the area surrounding the Project Site is completely developed and would not be susceptible to indirect erosional processes (e.g., uncontrolled runoff) caused by the Project. Project-related grading, excavation, and construction would expose soil on site, for a limited time, resulting in possible erosion. Although there is a potential to expose soil to erosion, construction activities would be performed in accordance with the requirements of the City Building Code and the Los Angeles Regional Water Quality Control Board (LARWQCB) through the City's Stormwater Management Division. Additionally, the Project would be required to develop a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. The potential to expose soil to erosion would be further reduced through implementation of stringent controls imposed by grading and building regulations, such as the conditions of approval provided by LADBS for the Project's geotechnical report and City Building Code compliance. All grading activities would require permits from LADBS, which would include requirements to limit the potential impacts associated with erosion. In addition, on-site grading and site preparation must comply with all applicable provisions in Chapter IX, Division 70 of LAMC, which addresses grading, excavation, and fills.

Long-term operation of the Project would not result in substantial soil erosion or loss of topsoil as the majority of the Project Site would be covered by the proposed building and paving while the remaining portions of the Project Site would be covered with irrigated landscaping. No exposed areas subject to erosion would be created or affected by the Project as pad and roof drainage would be collected and transferred to the street or approved location in non-erosive drainage devices. Therefore, with implementation of the applicable grading and building requirements, impacts associated with soil erosion or loss of topsoil would be less than significant and no mitigation measures are required.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact. A significant impact may occur if a project is built in an unstable area without proper site preparation or design features to provide adequate foundations for proposed buildings, thus posing a hazard to life and property. Potential impacts associated with seismic ground shaking, liquefaction, and landslides are evaluated in Questions 6(a)(i) through (iv), above.

Safe construction practices would be exercised through compliance with the State and City building codes requirements, which includes building foundation requirements appropriate to site conditions. The Project Site is not be located on a geologic unit that is unstable, or that would become unstable as a result of the Project, and potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Thus, as safe construction would be assured through compliance with the City Building Code, potentially significant impacts would not result in this regard. Therefore, impacts would be less than significant and no mitigation measures are required.

d) Would the project be located on expansive soil, as identified 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 a project is built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property.

According to the Project's geotechnical report, the on-site geologic materials were tested for expansive potential. The on-site soils were determined to be in the moderate expansion range. However, based on this testing, reinforcing beyond the minimum required by LADBS is not required.[35] It should be noted that safe construction practices would be exercised through compliance with the State and City building codes requirements, which includes building foundation requirements appropriate to site conditions. Therefore, impacts with regards to expansive soil would be less than significant and no mitigation measures are required.

e) Would the project 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. Although not specified in the *L.A. CEQA Thresholds Guide*, this question would apply to a project only if it was located in an area not served by an existing sewer system.

The Project Site is located in a developed area of the City, which is served by an existing wastewater collection, conveyance, and treatment system operated by the City. No septic tanks or alternative disposal systems are necessary, nor are they proposed by the Project. Therefore, no impact would occur and no mitigation measures are required.

Cumulative Impacts

The focus of this cumulative impacts analysis is on the combined impact of the Project and the 139 related projects (see Section II.5 [Related Projects]) with respect to the topics listed in the geology and soils analysis above, including seismicity, landslides, loss of topsoil, soil stability, fault rupture, etc. Geological hazards are site-specific and there is little, if any, cumulative relationship between a project and other nearby projects. Nonetheless, cumulative development in the Project's vicinity would increase the overall population in the area, thus, increasing the potential risk of exposure to seismically-induced hazards. However, with adherence to applicable local, State, and federal regulations, building codes, comprehensive engineering practices, and site-specific design considerations, geologic hazards would be less than significant. Furthermore, the analysis of the Project's geology and soils impacts concluded that, with the implementation of the mitigation measures and compliance with existing State and City building codes and City grading plan check requirements, impacts would be less than significant. Therefore, cumulative impacts would be less than significant.

[35] *Geotechnologies, Inc., Geotechnical Engineering Investigation, September 24, 2015, page 10.*

7. GREENHOUSE GAS EMISSIONS

The following analysis for the Project is based on the findings of the *Greenhouse Gas Impact Analysis for the Tommie Hotel Project* prepared by Cadence Environmental Consultants in December 2016 (the report is available as Appendix C to this IS/MND).

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

Less Than Significant Impact. Greenhouse gas (GHG) emissions refer to a group of emissions that are believed to affect global climate conditions. These gases trap heat in the atmosphere and the major concern is that increases in GHG emissions are causing global climate change. Global climate change is a change in the average weather on the earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, most scientific experts agree that there is a direct link between increased emission of GHGs and long-term global temperature.

The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H_2O). CO_2 is the reference gas for climate change because it is the predominant GHG emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e).

While California has a high amount of total GHG emissions, it has low emissions per capita. California ranks as the fourth lowest of the 50 states in CO_2 emissions per capita. The major source of GHG in California is transportation, contributing approximately 37 percent of the State's total GHG emissions. Industrial sources are the second largest generator, contributing approximately 23 percent of the State's GHG emissions. Residential sources contribute only about seven percent of the State's GHG emissions.

CEQA defines a "significant effect on the environment" as a substantial, or potentially substantial, adverse change in the environment.[36] With respect to global climate change, no one project can individually create a direct impact on what is a global problem (i.e., no project will, by itself, raise the temperature of the planet). However, the emissions generated by a project may be "cumulatively considerable," meaning "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."[37] The State CEQA Guidelines add that a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of GHG emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located.[38]

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[36] *Public Resources Code Section 21068.*

[37] *State CEQA Guidelines Section 15065(a)(3).*

[38] *State CEQA Guidelines Section 15064(h)(3).*

Generally, the evaluation of an impact under CEQA requires measuring data from a project against a "threshold of significance."[39] Furthermore, "when adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence."[40] For GHG emissions and global warming, there is not, at this time, one established, universally agreed-upon "threshold of significance" by which to measure an impact.

The City relies upon the expert guidance of SCAQMD regarding the methodology and thresholds of significance for the evaluation of air quality impacts within the Basin. GHG emissions are air pollutants that are subject to local control by SCAQMD. As such, the City looks to the SCAQMD for guidance in the evaluation of GHG impacts.

SCAQMD has been evaluating GHG significance thresholds since April 2008. In December 2008, SCAQMD adopted an interim 10,000 $MTCO_2e$ per year screening level threshold for stationary source/industrial projects for which SCAQMD is the lead agency. SCAQMD has continued to consider adoption of significance thresholds for residential and general development projects. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

Tier 1 Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

Tier 2 Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

Tier 3 Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 $MTCO_2e$/year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 $MTCO_2e$/year), commercial projects (1,400 $MTCO_2e$/year), and mixed-use projects (3,000 $MTCO_2e$/year). Under option 2 a single numerical screening threshold of 3,000 $MTCO_2e$/year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Tier 4 Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 $MTCO_2e$ per service population for project level analyses and 6.6 $MTCO_2e$ per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

Tier 5 Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

The thresholds identified above have not been adopted by SCAQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain.

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[39] *State CEQA Guidelines Section 15064.7.*

[40] *State CEQA Guidelines Section 15064.7(c).*

However, for the purpose of evaluating the GHG impacts associated with the proposed Project, this analysis utilizes SCAQMD's draft tiered thresholds. SCAQMD's draft thresholds have also been utilized for other projects in the City.

Tier 1

The proposed Project is subject to CEQA, but no categorical exemptions are applicable to the Project. Therefore, the analysis moves to Tier 2.

Tier 2

The proposed Project would be required to comply with the City's Green Building Program Ordinance, which would reduce the GHG emissions that would be associated with operation of the proposed new building. However, neither SCAQMD nor the City have adopted a GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. Therefore, the analysis moves to Tier 3.

Tier 3

The estimated annual construction-related and operational GHG emissions associated with the proposed Project have been calculated utilizing CalEEMod (version 2016.3.1) as recommended by SCAQMD. These emissions are shown in Table IV-6 (Estimated Project Annual GHG Emissions).

Table IV-6
Estimated Project-Related Annual GHG Emissions

Emissions Source Category	$MTCO_2e/yr$
Construction[a]	11.1
Operation	--
Area Sources	<0.1
Energy Sources	1,078.0
Mobile Sources	3,377.0
Waste Disposal	38.7
Water and Wastewater	65.3
Total Emissions	**4,570.1**
SCAQMD Draft Tier 3 Threshold	3,000.0
Exceed Threshold?	**YES**

[a] *Construction emissions are amortized over 30 years in accordance with SCAQMD guidance (332.8 $MTCO_2e$/30 years).*
Source: Cadence Environmental Consultants, December 2016.

As shown in Table IV-6, the annual emissions would exceed the draft 3,000 $MTCO_2e$ threshold for non-industrial projects. Therefore, the analysis moves to Tier 4.

Tier 4

SCAQMD's draft thresholds defines the service population as the total residents and employees associated with a project. This definition may be appropriate for regional or community-wide analyses in which most people are either residents or employees and the two cross over (residents of the community are also employees in the community). In the case of a general development projects, the service population consists of residents, employees, customers, vendors, students, etc. In the case of a commercial hotel project, employees may be only about two percent of the number of people that visit a site. The vast majority of people visiting a hotel project are customers with a smaller number of vendors

(delivery and sales). It does not make sense to consider only the employees as the service population for a project such as the proposed Project. The employees are at a site to serve the needs of their customers. Therefore, the GHG emissions analysis assumes that the service population is everyone that would be served by the proposed hotel use, including employees, customers, and vendors.

The number of people that would be employed at the site is unknown, but the total service population can be roughly estimated by dividing the number of potential daily vehicle trips generated by the proposed uses by two. The vehicle trip numbers are divided by two since each service population member would make one trip to the site and one trip from the site (one person, two trips). This assumption is very conservative since each vehicle is assumed to accommodate only one person, whereas, many of the vehicles would accommodate more than one person, especially for hotel guest rooms.

Prior to any trip reductions to account for internal capture or pass-by trips, the proposed Project uses are expected to generate approximately 3,028 average daily vehicle trips per weekday (see Table IV-26, below).[41] This number is appropriate since it identifies a trip generation estimate for the entire hotel service population. Dividing this number by two identifies a conservative service population of approximately 1,514 employees, customers, and vendors.

Dividing the Project's 4,570.1 $MTCO_2e$ annual GHG emissions by the 1,514 service population yields an efficiency of 3.02 $MTCO_2e$ of GHGs per service population member. If one considers that the daily service population for the Project would likely be greater if more than one person per vehicle were to travel to the site, the actual emissions per service population would be even lower. However, the analysis demonstrates that the GHG emissions per service population would be substantially less than SCAQMD's draft threshold of 4.8 $MTCO_2e$ per service population. Therefore, the GHG emissions generated in association with the proposed Project would not have a significant impact on the environment. Impacts would be less than significant and no mitigation measures are required.

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

Less Than Significant Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact would occur if a project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

In March 2006, the State's Climate Action Team, which was formed by the State Environmental Protection Agency in response to Executive Order S-3-05 to reduce GHG emissions to 1990 levels by 2020 and for an 80 percent reduction below 1990 levels by 2050, completed a report identifying a list of strategies that the State could pursue to reduce climate change GHG emissions (the "2006 CAT Report"). These are strategies that could be implemented by various State agencies to ensure that the Executive Order's targets are met within the existing authority of the State agencies. Also in 2006, the State passed the California Global Warming Solutions Act (Assembly Bill 32), which requires the California Air Resources Board (CARB) to design and implement emissions limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 through the development of a Scoping Plan. CARB approved the Scoping Plan in December 2008. According to the September 2010 AB 32 Climate Change Scoping Plan Progress Report, 40 percent of the reductions

[41] *1,732 (hotel) + 293 (café with prep area) + 477 (lobby-courtyard lounge/bar) + 526 (rooftop bar/lounge) = 3,028 trips. (Accounting for the internal trips and pass-by trips, the Project's estimated trip generation is reduced to 2,241 trips.)*

identified in the Scoping Plan have been secured through CARB actions and California is on track to its 2020 goal.

In April 2015, Governor Brown signed Executive Order B-30-15, which establishes a new interim target to reduce Statewide GHG emissions to 40 percent below 1990 levels by 2030. This interim target is established to ensure that the state meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. Locally, the City has begun to address the issue of global climate change by publishing Green LA, An Action Plan to Lead the Nation in Fighting Global Warming (the "LA Green Plan"). The LA Green Plan outlines the goals and actions the City has established to reduce the generation and emission of GHGs from both public and private activities. According to the LA Green Plan, the City is committed to the goal of reducing emissions of CO_2 to 35 percent below 1990 levels. To achieve this goal, the City will increase the generation of renewable energy, improve energy conservation and efficiency, and change transportation and land use patterns to reduce dependence on automobiles.

Strategies and measures have also been implemented on the State level by example of the new Title 24 CALGreen Code and on the local level by the City's Green Building Program Ordinance. Title 24, first adopted in 1978 to reduce the State's energy consumption, has been amended with a recognition that energy-efficient buildings that require less electricity and reduce fuel consumption, in turn, decrease GHG emissions. The CALGreen Code was adopted to respond, amongst other reasons, to the requirements of Assembly Bill 32. Specifically, new development projects constructed within California are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the CALGreen Code.

In 2010, the City adopted the 2010 CALGreen Code, with amendments, as Ordinance No. 181,480, thereby codifying provisions of the CALGreen Code as the new Los Angeles Green Building Code. More recently, in 2013, the City adopted the 2013 CALGreen Code, with amendments, as Ordinance No. 182,849, known as the 2014 Los Angeles Green Building Code, or City Building Code herein. The following types of projects are subject to the Los Angeles Green Building Code: All new buildings (residential and non-residential), every building alteration with a building permit valuation of $200,000 or more (residential and non-residential), residential alterations that increase the building's conditioned volume, and every building addition, unless otherwise indicated in the code, throughout the City. The Los Angeles Green Building Code contains both mandatory and voluntary green building measures for the reduction of GHG emissions through energy conservation.

Mandatory measures that would be applicable to the proposed Project and that would help to reduce potential GHG emissions include the following:

- 99.05.106.5.3. EV Charging. Provide infrastructure to facilitate future installation of EVSE. EVSE and all devices related to EV charging shall be installed in compliance with the California Building Code Section 406.9, the California Electrical Code Article 625, and as follows:
    - 99.05.106.5.3.1. Charging Locations. Parking facilities shall have five percent of the total parking spaces, but not less than one, capable of supporting future EVSE charging locations.
- 99.05.211.1. Solar Ready Buildings. Comply with Section 110.10 of the California Energy Code.
- 99.05.303.3.2. Urinals. The effective flush volume of urinals shall not exceed 0.125 gallons per flush.
- 99.05.303.4. Wastewater Reduction. Each building shall reduce by 20 percent wastewater by one of the following methods:

1. The installation of water-conserving fixtures (water closets, urinals) meeting the criteria established in Section 5.303.2 or 5.303.3.

2. Utilizing nonpotable water systems (captured rainwater, graywater, and municipally treated wastewater [recycled water] complying with the current edition of the Los Angeles Plumbing Code or other methods described in Section A5.304.8).

- 99.05.410.1. Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics and metals or meet a lawfully enacted local recycling ordinance, if more restrictive.

The proposed Project would be subject to the mandatory measures of the Los Angeles Green Building Code. Based on this information, the proposed Project would not conflict with an applicable plan, policy, or regulation for the purpose of reducing the emissions of GHGs. The impact of the proposed Project would be less than significant and no mitigation measures are required.

Cumulative Impacts

As discussed above, emitting GHGs into the atmosphere is not in and of itself an adverse environmental effect. Rather, it is the increased accumulation of GHGs in the atmosphere that may result in global climate change; the consequences of which may result in adverse environmental effects. The State has mandated a goal of reducing Statewide emissions to 1990 levels by 2020, even though Statewide population and commerce is expected to grow substantially. As discussed above, the annual GHG emissions associated with the proposed Project would not exceed SCAQMD's draft thresholds of significance for non-industrial projects. The proposed Project would also not conflict with an applicable plan, policy, or regulation for the purpose of reducing the emissions of GHGs. For these reasons, the contribution of the Project to the cumulative effect of global climate change is not considered to be cumulatively considerable. The cumulative GHG impacts associated with the proposed Project would be less than significant.

8. HAZARDS AND HAZARDOUS MATERIALS

According to the *L.A. CEQA Thresholds Guide*, the determination of significance with respect to hazards and hazardous materials shall be made on a case-by-case basis considering the following factors:

- The regulatory framework for the health hazard;
- The probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance;
- The degree to which the project may require a new, or interfere with an existing emergency response or evacuation plan, and the severity of the consequences;
- The degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance;
- The probable frequency and severity of consequences to people from exposure to the health hazard; and

- The degree to which project design would reduce the frequency of exposure or severity of consequences to exposure to the health hazard.

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

Less Than Significant Impact. A significant impact may occur if a project involves use or disposal of hazardous materials as part of its routine operations and would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors.

Uses sensitive to hazardous emissions (i.e., sensitive receptors) in the area include the nearby multi-family residential uses to the west. The types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used in other hotel developments (e.g., cleaning solvents, pesticides for landscaping, painting supplies, and petroleum products). Construction of the Project would also involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. However, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations. Any associated risk would be reduced through compliance with these existing standards and regulations. Therefore, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, impacts would be less than significant and no mitigation measures are required.

b) Would the project create 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. A significant impact may occur if a project could potentially pose a hazard to nearby sensitive receptors by releasing hazardous materials into the environment through accident or upset conditions.

The Project would include demolishing the existing surface parking lot. A Phase I Environmental Site Assessment (ESA) was prepared in Mach 2012 in order to identify recognized environmental conditions (REC); this report is included as Appendix D to this Initial Study. An REC is the presence or likely presence or any hazardous substances or petroleum products in, on, or at the property due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. It should be noted that the Phase I ESA included all of APN 5547-017-030, which includes the Hollywood Citizen News Building to the east of the Project Site and which is not a part of this Project. The Phase I ESA concluded that there are no RECs associated with the Project Site as a previous underground storage tank installed in 1966 had been properly removed in 1990 with no signs of it having leaked.[42] Therefore, impacts would be less than significant and no mitigation measures are required.

[42] *Property Solutions, Inc., Phase I Environmental Site Assessment of Citizen News Building, 1545 Wilcox Avenue and 6526 Selma Avenue, Los Angeles, Los Angeles County, California 90028, March 5, 2012, pages 46-49.*

c) Would the project 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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if:

- A project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or
- A project involved the creation of any health hazard or potential health hazard.

Selma Avenue Elementary School and Larchmont Charter School are located approximately 500 feet west of the Project Site at 6611 Selma Avenue, and Blessed Sacrament School is located approximately 750 feet southwest of the Project Site at 6641 Sunset Boulevard. The Project would not emit or handle hazardous materials or substances other than those typical for its use. During construction, impacts with regards to hazardous materials would be less than significant. Therefore, potential impacts from the potential emission and handling of hazardous materials near a school would be less than significant and no mitigation measures are required.

d) Would the project 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?

No Impact. California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact may occur if a project site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses.

As part of the Phase I ESA, which included the Project Site, regulatory databases such as those required by California Government Code Section 65962.5 were reviewed for the subject area and properties within the standard search radii. The records search included federal, State, and tribal environmental record sources, and supplemental and local sources. No hazardous materials that may pose a risk at or to the Project Site were listed in federal, State, tribal, supplemental, or local databases.[43] Therefore, no impact would occur 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. A significant impact may occur if a project is located within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard.

The nearest airport to the Project Site is the Bob Hope Airport, located approximately 6.6 miles to the north in the City of Burbank. The Project Site is not located within this airport's influence area or land use

[43] *Ibid., pages 30-35.*

planning boundary, or any other airport's influence area.[44] Therefore, no impact would occur and no mitigation measures are required.

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

No Impact. This question would apply to a project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard.

The Project Site is not located in the vicinity of a private airstrip. Therefore, no impact would occur and no mitigation measures are required.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the degree to which a project may require a new, or interfere with an existing emergency response or evacuation plan, and the severity of the consequences.

There are no critical facilities and lifeline systems in the immediate vicinity of the Project Site.[45] Selma Avenue is not identified as a disaster route by either the City,[46] or by Los Angeles County.[47] Nonetheless, as discussed under Question 16(a), below, the Project would not result in any significant traffic impacts. Moreover, the Project would not cause permanent alterations to vehicular circulation routes and patterns, or impede public access or travel upon public rights-of-way. An emergency response plan would be submitted to the City of Los Angeles Fire Department (LAFD) during review of plans as part of the building permit process. Furthermore, no full road closures are anticipated during construction of the Project, and none of the surrounding roadways would be impeded. Access for emergency service providers and evacuation routes would be maintained during construction and operation. Therefore, impacts would be less than significant and no mitigation measures are required.

h) Would the project 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. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact would occur if a project site is located in proximity to wildland areas and poses a significant fire hazard, which could affect persons or structures in the areas in the event of a fire.

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[44] *Los Angeles County Airport Land Use Commission, Airports and Airport Influence Areas, June 2012; website: http://planning.lacounty.gov/assets/upl/project/ALUC_Airports_June2012_rev2d.pdf, accessed: November 10, 2016.*

[45] *City of Los Angeles Department of City Planning, Safety Element of the Los Angeles City General Plan, Adopted November 26, 1996, Exhibit H: Critical Facilities & Lifeline Systems in the City of Los Angeles.*

[46] *Ibid.*

[47] *Los Angeles County Department of Public Works, Disaster Route Maps, City of Los Angeles Central Area, website: http://dpw.lacounty.gov/dsg/disasterRoutes/map/Los%20Angeles%20Central%20Area.pdf, accessed: November 10, 2016.*

The Project Site is located in a highly urbanized area of the City and does not include wildlands or high fire hazard terrain or vegetation. The Project Site is not located in a Very High Fire Hazard Severity Zone;[48] nor is the Project Site within a wildland fire hazard area.[49] Therefore, no impact would occur and no mitigation measures are required.

Cumulative Impacts

The focus of this cumulative impacts analysis is on the combined impacts of the Project and the 139 related projects (see Section II.5, [Related Projects]) with respect to the topics listed in the hazards and hazardous materials analysis above, including the transport of hazardous materials, upset and accident conditions, handling of hazardous materials, etc. The cumulative impacts hazardous materials study area is the extent of the related projects.

Development of the Project in combination with the related projects could increase, to some degree, the risks associated with the use and potential accidental release of hazardous materials in the City. With respect to the related projects, the potential presence of hazardous substances would require evaluation on a case-by-case basis, in combination with the development proposals for each of those properties. However, the Project would result in no impacts to hazards or hazardous materials and, therefore, would not substantially contribute to a cumulative impact. Furthermore, local municipalities will be required to follow local, State, and federal laws regarding hazardous materials. With compliance with local, State and federal laws pertaining to hazardous materials, cumulative impacts to hazardous materials would be less than significant.

9. HYDROLOGY AND WATER QUALITY

a) Would the project violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this issue, a significant impact may occur if a project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board. These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

Construction activities associated with the Project have the potential to degrade water quality through the exposure of surface runoff (primarily rainfall) to exposed soils, dust, and other debris, as well as from runoff from construction equipment. Construction associated with the Project would be subject to the requirements of LARWQCB Order No. R4-2012-0175, NPDES No. CAS004001, effective December 28,

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[48] *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: November 10, 2016.*

[49] *City of Los Angeles Department of City Planning, Safety Element of the Los Angeles City General Plan, Adopted November 26, 1996, Exhibit D: Selected Wildfire Hazard Areas in the City of Los Angeles.*

2012, Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County (the "Los Angeles County MS4 Permit"), which controls the quality of runoff entering municipal storm drains in Los Angeles County. Section VI.D.8 of the Los Angeles County MS4 Permit, Development Construction Program, requires Permittees (which include the City) to enforce implementation of Best Management Practices (BMPs), including, but not limited to, approval of an Erosion and Sediment Control Plan (ESCP) for all construction activities within their jurisdiction.[50] ESCPs are required to include the elements of a Stormwater Pollution Prevention Plan. Accordingly, the construction contractor for the Project would be required to implement BMPs that would meet or exceed local, State, and federal mandated guidelines for stormwater treatment to control erosion and to protect the quality of surface water runoff during the construction period. BMPs utilized could include, without limitation: disposing of waste in accordance with all applicable laws and regulations; cleaning up leaks, drips, and spills immediately; conducting street sweeping during construction activities; limiting the amount of soil exposed at any given time; covering trucks; keeping construction equipment in good working order; and installing sediment filters during construction activities. Therefore, potential impacts during construction of the Project would be less than significant and no mitigation measures are required.

With respect to water quality during operation of the Project, Los Angeles County and all incorporated cities within Los Angeles County (except the City of Long Beach) are permittees under the Los Angeles County MS4 Permit. Section VI.D.7 of the Los Angeles County MS4 Permit, Planning and Land Development Program, is applicable to, among others, land-disturbing activities that result in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site, which would apply to the Project.[51] This Program requires, among other things, that the Project runoff volume from the following be retained on-site: (a) the 0.75 inch, 24-hour rain event; or (b) the 85th percentile, 24-hour rain event, as determined from the Los Angeles County 85th percentile precipitation isohyetal map, whichever is greater. The Project would also be subject to the BMP requirements of the SUSMP adopted by LARWQCB. As a permittee, the City is responsible for implementing the requirements of the County-wide SUSMP within its boundaries. An SUSMP specific to the Project would be implemented during the operation of the Project. In compliance with the Los Angeles County MS4 Permit and SUSMP requirements, the Project would be required to retain, treat and/or filter stormwater runoff through biofiltration before it enters the City stormwater drain system. The system incorporated into the Project must follow design requirements set forth in the MS4 permit and must be approved by the City. Adherence to the requirements of the MS4 Permit and SUSMP would ensure that potential impacts associated with water quality would be less than significant. With appropriate Project design and compliance with the applicable federal, State, local regulations, and permit provisions, impacts of the Project related to stormwater runoff quality would be less than significant.

In addition, the Project would be subject to the provisions of the City's Low Impact Development (LID) Ordinance, which is designed to mitigate the impacts of increases in runoff and stormwater pollution as close to the source as possible. LID comprises a set of site design approaches and BMPs that promote the use of natural systems for infiltration, evapotranspiration and use of stormwater, as appropriate. The LID Ordinance would require the Project to incorporate LID standards and practices to encourage the beneficial use of rainwater and urban runoff, reduce stormwater runoff, promote rainwater harvesting,

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[50] *California Regional Water Quality Control Board – Los Angeles Region, MS4 Discharges within the Coastal Watersheds of Los Angeles County Except those Discharges Originating from the City of Long Beach MS4, Order No. R4-2012-0175, as amended by Order WQ 2015-0075, NPDES No. CAS004001, page 116 et seq.*

[51] *Ibid., page 97 et seq.*

and provide increased groundwater recharge. In this regard, the City has established review procedures to be implemented by the Department of City Planning, LADBS, and Department of Public Works that parallel the review of the SUSMP discussed above. Incorporation of these features would minimize the increase in stormwater runoff from the Project Site. The SUSMP consists of structural BMPs built into the Project for ongoing water quality purposes over the life of the Project. Additionally, because the Project Site does not currently operate under a SUSMP, implementation of the Project with a SUSMP would improve water quality leaving the Project Site compared to existing conditions. Therefore, impacts would be less than significant and no mitigation measures are required.

b) Would the project 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 uses for which permits have been granted)?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on groundwater level if it would change potable water levels sufficiently to:

- Reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought;
- Reduce yields of adjacent wells or well fields (public or private);
- Adversely change the rate or direction of flow of groundwater; or
- Result in demonstrable and sustained reduction in groundwater recharge capacity.

The Project does not involve the extraction of groundwater and it would not result in a reduction in aquifer volume or lower the local groundwater table. According to the California Geological Survey, the historically-highest groundwater level is approximately 80 feet below the ground surface in the area of the Project Site.[52] Groundwater was encountered at the Project Site at a depth of 76 feet below grade at one of the exploratory borings during the geotechnical investigation.[53] As the maximum depth of excavation for the Project is approximately 50 feet, no dewatering (i.e., removal of groundwater) during construction is anticipated.

Additionally, operation of the Project would not interfere with any groundwater recharge activities within the area. The Project Site is currently developed with a surface parking lot with no on-site landscaping. Thus, the degree to which surface water infiltration and groundwater recharge currently occurs on-site is negligible. Under the Project, the amount of permeable surfaces would increase due to on-site landscaping. Even so, construction and operation of the Project would not substantially affect groundwater levels beneath the Project Site, including depleting groundwater supplies or resulting in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. Therefore, as impacts on groundwater would be less than significant and no mitigation measures are required.

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[52] *Geotechnologies, Inc., Geotechnical Engineering Investigation, September 24, 2015, page 3.*

[53] *Ibid.*

c) Would the project 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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The Project Site is located in an urbanized area and no streams or river courses are located on or near the Project Site.

Construction

Construction is regulated by the City Building Code (Sections 91.7000 through 91.7016 of the LAMC). The City Building Code provides requirements for construction, grading, excavations, use of fill, and foundation work, including type of materials, design, procedures, etc., which are intended to limit the probability of occurrence and the severity of consequences from sedimentation and erosion. Necessary permits, plan checks, and inspections are specified therein. Also included in these requirements is the provision that any grading work in excess of 200 cubic yards that would occur between November 1 and April 15 (the "rainy season") must include an erosion control system approved by LADBS, which would be applicable to the Project. During construction, a temporary alteration of the existing on-site drainage pattern may occur. However, these changes would not result in substantial erosion or siltation due to stringent controls imposed via NPDES, ESCP, LID, and SUSMP regulations, as discussed under Question 9(a), above.

Operation

Operation of the Project would not increase the amount of impervious surface area on the Project Site compared to the existing surface parking lot. Runoff associated with the Project would be either directed in non-erosive drainage devices to landscaped areas for evaporation and/or conveyed to the existing City storm drain system, and thus, would not encounter exposed soils. With the development of the Project, the drainage pattern would be generally similar to the pattern at the Project Site currently as runoff is ultimately conveyed to the storm drain system; however, the Project would provide for an improved, controlled conveyance of runoff instead of the runoff sheet flowing across the site to the storm drain system. Thus, operation of the Project would not result in erosion or siltation on- or off-site, nor would the Project result in the alteration of the course of a stream or river. Therefore, no impact would occur and no mitigation measures are required.

d) Would the project 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. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow.

There are no streams or rivers within the Project Site. Runoff associated with the Project would be either directed in non-erosive drainage devices to landscaped areas for evaporation and/or directed to the existing City storm drain system and, thus, would not encounter exposed soils. The conveyance of runoff

to the City storm drain system would not result in flooding on- of off-site. Therefore, no impact would occur and no mitigation measures are required.

e) Would the project 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. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this issue, a significant impact may occur if the volume of stormwater runoff from a project were to increase to a level that exceeds the capacity of the storm drain system serving the project site. A significant adverse effect would also occur if a project would substantially increase the probability that polluted runoff would reach the storm drain system.

Runoff associated with the Project would be either directed in non-erosive drainage devices to either landscaped areas for evaporation and/or directed to the existing City storm drain system. The Project would be subject to the provisions of the LID Ordinance. In this regard, the City has established review procedures to be implemented by the Department of City Planning, LADBS, and Department of Public Works that expand the review of the SUSMP discussed above. Incorporation of these features would minimize the stormwater runoff from the Project Site. It can be reasonably anticipated, then, that the existing storm drain system has adequate capacity to accommodate flows from the Project Site. Therefore, impacts would be less than significant and no mitigation measures are required.

f) Would the project otherwise substantially degrade water quality?

Less Than Significant Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project includes sources of water pollutants that would have the potential to substantially degrade water quality.

The Project would adhere to regulatory requirements and would not otherwise substantially degrade water quality by contamination or any others means. Therefore, impacts would be less than significant and no mitigation measures are required.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact would occur if a project were to place housing within a 100-year flood hazard area. A 100-year flood is defined as a flood which results from a severe rainstorm with a probability of occurring approximately once every 100 years.

According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map, the Project Site is not located within a 100-year flood hazard area.[54] Therefore, no impact would occur and no mitigation measures are required.

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project was located within a 100-year flood zone, which would impede or redirect flood flows.

As discussed in Question 9(g), the Project Site is not located within a 100-year hazard area. The Project Site is located in a developed area and would not have the potential to impede or redirect floodwater flows. Therefore, no impact would occur and no mitigation measures are required.

i) Would the project 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?

Less Than Significant Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam, including but not limited to a seismically-induced seiche (a surface wave created when a body of water is shaken), which could result in a water storage facility failure.

The Project Site is located within a potential inundation area in the event the dam at Hollywood Reservoir were to fail.[55] The Hollywood Reservoir is located approximately 1.3 miles north of the Project Site, and is owned and maintained by the City of Los Angeles Department of Water and Power.

For purposes of conservatively mapping a dam failure inundation area, the water level contained by each dam is assumed to be the peak storage capacity, and the failure is assumed to be catastrophic (i.e., instantaneous). The greatest hazard is closest to the dam where the flood waters would have the greatest volume (and depth) and velocity which causes direct impact to structures, flooding, and severe erosion. Some property damage and injury could be caused at much greater distances due to collateral considerations (e.g., vehicle accidents, electrical shock). The State Division of Safety of Dams regulates the siting, design, construction, and periodic review of all dams in the State. Dam safety regulations and flood plain ordinances are the main means of mitigating damage or injury due to dam failure inundation; even so, dam failure inundation has a relatively low probability of occurrence.[56]

Inspection and monitoring programs for the Hollywood Reservoir would provide considerable forewarning of any overtopping threat and provide adequate warning to evacuate areas in immediate danger. Additionally, considering the construction of the Hollywood Reservoir's dam, the primary threat of dam failure would be the result of an earthquake. The Hollywood Reservoir's dam is constructed of concrete, and there are no historical examples of concrete dam failures during an earthquake event. Thus,

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[54] *U.S. Department of Homeland Security, Federal Emergency Management Agency, Flood Insurance Rate Map, Los Angeles County, California, and Incorporated Areas, Panel 1605 of 2350, Map Number 06037C1605F, effective September 26, 2008, website: http://msc.fema.gov/portal, accessed: November 10, 2016.*

[55] *City of Los Angeles Department of City Planning, Safety Element of the Los Angeles City General Plan, Adopted November 26, 1996, Exhibit G: Inundation & Tsunami Hazard Areas in the City of Los Angeles.*

[56] *City of Los Angeles, Citywide General Plan Framework Final Environmental Impact Report, certified August 2001, Section 2.17, Geologic/Seismic Conditions, pages 2.17-38, 2.17-40, 2.17-61 – 2.17-62.*

with also considering the distance of the Project Site from the Hollywood Reservoir (1.3 miles) and the topography and built environment between the Project Site and the reservoir, the potential risk of inundation from failure of the Hollywood Reservoir's dam resulting in loss of life, injury, or death at the Project Site is very low. Therefore, impacts would be less than significant and no mitigation measures are required.

j) Would the project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project site is sufficiently close to the ocean or other water body to be potentially at risk of the effects of seismically-induced tidal phenomena (i.e., seiche and tsunami), or if a project site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows.

The Project Site is located approximately 11.4 miles from the Pacific Ocean, and is not within an area potentially impacted by a tsunami.[57] There are also no major water bodies in the vicinity of the Project Site that would put the site at risk of inundation by seiche. Furthermore, the Project Site is located within a developed area where little open space exists. The Project Site is relatively flat and is not located adjacent to a hillside area and, thus, the potential for mudflows to impact the Project Site would be highly unlikely. Therefore, no impacts with respect to the risk of loss, injury, or death by seiche, tsunami, or mudflow would occur and no mitigation measures are required.

Cumulative Impacts

The focus of this cumulative impacts analysis is on the combined impact of the Project and the 139 related projects (see Section II.5 [Related Projects]) with respect to the topics listed in the hydrology and water quality analysis above. The cumulative impacts study area for hydrology and water quality is the extent of the related projects as well as the Los Angeles River Watershed.

With respect to construction impacts, it is unknown whether or not any of the related projects would have overlapping construction schedules with the Project. However, similar to the Project, the related projects would be required to comply with the City Building Code, NPDES requirements, etc. Assuming compliance, similar to the Project, the cumulative water quality impact during construction would be less than significant.

With respect to operational impacts, development of the Project in combination with the related projects would result in the further infilling in an already developed area. As discussed above, the Project Site and the surrounding area are served by the existing City storm drain system. Runoff from the Project Site and the adjacent land uses is typically directed into the adjacent streets, where it flows to the drainage system. It is likely that most, if not all, of the related projects would also drain to the surrounding street system and otherwise retain stormwater on-site.

The runoff associated with the related projects would either be directed to landscaped areas or directed to an existing storm drain system and would not encounter exposed soils. The related projects would include a drainage system with pipes that would adequately convey surface water runoff into the existing storm drain. Additionally, all of the related projects would be required to implement BMPs and to

[57] *City of Los Angeles Department of City Planning, Safety Element of the Los Angeles City General Plan, adopted November 26, 1996, Exhibit G: Inundation & Tsunami Hazard Areas in the City of Los Angeles.*

conform to the existing NPDES water quality program. Therefore, cumulative hydrology, water quality, and flooding impacts during operation would be less than significant.

10. LAND USE AND PLANNING

a) Would the project physically divide an established community?

No Impact. A significant impact may occur if a project would be sufficiently large or otherwise configured in such a way as to create a physical barrier within an established community. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- The extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area;
- The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and
- The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of a project.

Physically dividing elements may include land use incompatibility caused by contrasting scale or land use.

The Project Site is relatively flat and currently improved as a surface parking lot. The Project Site is surrounded by existing urban uses and within a high-density area of Hollywood characterized by a mix of uses including residential, commercial, entertainment, and public facilities. Land uses immediately surrounding the Project Site include a 4-story multi-family development to the west, a 5-story hotel and 2-story Hollywood Citizen News Building (used as office space) to the east, 2-story office building to the south, and a surface parking lot and U.S. Post Office Hollywood Station to the north across Selma Avenue. See Figures II-2 through II-5 in Section II (Project Description). The Project would construct an 8-story, 79,621 square foot mixed-use structure to include a 212-guest-room hotel and ground floor and rooftop bars/lounges primarily for use by hotel guests but accessible to the public.

The Project would not cause any permanent street closures, block access to any surrounding land use, or cause any change in the existing street grid system. Since the Project would be developed within a long-established developed area along an existing street grid system, the Project would not physically divide an established community by creating new streets or by blocking or changing the existing street grid pattern. The Project would not create a conflict of scale, intensity, or use that would serve as a physical division. The Project would be complementary to the existing urban land uses in the area. Since the Project would not physically disrupt or divide the surrounding established community, no impact would occur and no mitigation measures are required.

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

Less Than Significant Impact. A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate.

According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- Whether the proposal is inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan or specific plan for the site; and
- Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

The Project Site is located in the Hollywood community of the City. As such, the Project is subject to the applicable policies and zoning requirements of several regional and local plans. At the regional/subregional level, development within the Project Site is subject to the Southern California Association of Government's (SCAG) *2008 Regional Comprehensive Plan* (RCP), SCAG's *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS), SCAQMD's *2012 Air Quality Management Plan* (AQMP), and the Los Angeles County Metropolitan Transportation Authority's (Metro) *Congestion Management Program for Los Angeles County* (CMP). At the City level, development within the Project Site is subject to the *City of Los Angeles General Plan* (General Plan), the *Hollywood Community Plan* (Community Plan), the *Hollywood Redevelopment Project*, and the *City of Los Angeles Municipal Code* (LAMC), particularly Chapter 1, General Provisions and Zoning, also known as the City of Los Angeles Planning and Zoning Code (Planning and Zoning Code). The Project Site is subject to the Los Angeles Green Building Code and the Department of City Planning's *Walkability Checklist*. An overview of each of these plans and regulations is provided below. However, not every policy or goal of these plans is intended to mitigate or avoid environmental impacts. Where a policy is not intended to mitigate or avoid an environmental impact, consistency with that policy may not be relevant to this environmental impact analysis.

2008 Regional Comprehensive Plan

The Project would be consistent with to the goals in the RCP, including goals related to land use. Table IV-7 (Project Consistency with the Applicable Goals of the RCP) presents an analysis of the Project's consistency with those goals.

Table IV-7
Project Consistency with the Applicable Goals of the RCP

Goal[a]	Project Consistency
Focusing growth in existing and emerging centers and along major transportation corridors.	**Consistent.** The Project would develop a hotel in the dense urban area of Hollywood that is located in close proximity to major transportation corridors. Public transit access to the area of the Project Site is provided by multiple agencies including Metro with numerous bus routes along Sunset Boulevard (Local Lines 2/302) and Hollywood Boulevard (Local Lines 212/312, 217, 222, Rapid 780); and the City of Los Angeles Department of Transportation (LADOT) with a DASH Line along Hollywood Boulevard. Metro Rail Red Line runs along the Hollywood Boulevard right-of-way near the Project Site, with station stops at Hollywood/Vine, approximately 0.36 mile to the northeast, and Hollywood/Highland, approximately 0.43 mile to the northwest.
Creating significant areas of mixed-use development and walkable, "people-scaled" communities.	**Consistent.** The Project Site is located in an area of Hollywood that is currently developed with a variety of mixed-uses that include residential, commercial, office, restaurants, and

Table IV-7
Project Consistency with the Applicable Goals of the RCP

Goal[a]	Project Consistency
	entertainment uses that are within walking distance. The Project would further this goal developing a hotel with on-site "people-scaled" amenities as well as paseo providing pedestrian connectivity.
Targeting growth in housing, employment, and commercial development within walking distance of existing and planned transit stations.	**Consistent.** Public transit access to the area of the Project Site is provided by multiple agencies including Metro with numerous bus routes along Sunset Boulevard (Local Lines 2/302) and Hollywood Boulevard (Local Lines 212/312, 217, 222, Rapid 780); and LADOT with a DASH Line along Hollywood Boulevard. Metro Rail Red Line runs along the Hollywood Boulevard right-of-way near the Project Site, with station stops at Hollywood/Vine, approximately 0.36 mile to the northeast, and Hollywood/Highland, approximately 0.43 mile to the northwest. The Project would develop a hotel within walking distance of existing bus lines and transit stations.
Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots.	**Consistent.** The Project Site is located within Hollywood, in an area which is undergoing revitalization. The proposed hotel would draw tourists and visitors to the area and further the goal of enhancing the regional center and entertainment district in Hollywood.
Protecting important open space, environmentally sensitive areas and agricultural lands from development.	**Consistent.** The Project would not remove important open space, environmentally sensitive areas, or agricultural lands.

[a] *Southern California Association of Governments, 2008 Regional Comprehensive Plan, Adopted October 2008.*
Source (table): EcoTierra Consulting, November 2016.

2016 – 2040 Regional Transportation Plan/Sustainable Communities Strategy

Federal guidelines require that all new regionally significant transportation projects be included in a regional transportation plan before they can receive federal or State funds or approvals. Metro submits the program of Los Angeles County projects for inclusion in the Regional Transportation Improvement Program. Federal approval requires a positive demonstration that the regional transportation plan projects would not generate travel emissions that exceed those assumed in the applicable AQMP; this requirement is known as "transportation conformity."

SCAG adopted the 2016-2040 RTP/SCS on April 7, 2016. The RTP/SCS is a long-range plan that is intended to improve overall mobility, reduce GHGs and enhance the quality of life for the region's residents. The RTP/SCS includes goals and policies applicable to transportation and, in some cases, land use projects.

The consistency of the Project with the RTP/SCS is addressed in Table IV-8 (Project Consistency with the Applicable Goals of the RTP/SCS). As shown, the Project would be consistent with the applicable goals in the RTP/SCS.

Table IV-8
Project Consistency with the Applicable Goals of the RTP/SCS

Goal[a]	Project Consistency
Maximize mobility and accessibility for all people and goods in the region.	**Consistent.** Public transit access to the area of the Project Site is provided by multiple agencies including Metro with numerous bus routes along Sunset Boulevard (Local Lines 2/302) and Hollywood Boulevard (Local Lines 212/312, 217, 222, Rapid 780); and LADOT with a DASH Line along Hollywood Boulevard. Metro Rail Red Line runs along the Hollywood Boulevard right-of-way near the Project Site, with station stops at Hollywood/Vine, approximately 0.36 mile to the northeast, and Hollywood/Highland, approximately 0.43 mile to the northwest. The Project would develop a hotel within walking distance of existing bus lines and transit stations.
Ensure travel safety and reliability for all people and goods in the region.	**Consistent.** The Project Site is located close to existing public transit opportunities, which provide safe and reliable travel options for people and goods.
Maximize the productivity of our transportation system.	**Consistent.** The Project is located in a dense urban area, and would be a greater density than what currently exists on the Project Site. In addition, several bus lines serve the area, and the nearest Metro Rail Red Line station is located approximately 0.36 mile to the northeast at Hollywood/Vine. The Project would develop a hotel within walking distance of existing bus lines and transit stations. The Project would provide opportunities for employees and guests/visitors to use public transit, and walk to other retail businesses near the Project Site.
Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	**Consistent.** The Project's operations would result in less than significant impacts. Pedestrian access to the Project Site would be provided via the sidewalk along Selma Avenue and the pedestrian paseo connecting to Selma Avenue. The Project would provide opportunities for employees, hotel guests, and visitors to walk to other retail businesses near the Project Site. In addition, the Project would provide long- and short-term bicycle parking spaces in accordance with the City's bicycle ordinance.
Encourage land use and growth patterns that facilitate transit and active transportation.	**Consistent.** Public transit access to the area of the Project Site is provided by multiple agencies including Metro with numerous bus routes along Sunset Boulevard (Local Lines 2/302) and Hollywood Boulevard (Local Lines 212/312, 217, 222, Rapid 780); and LADOT with a DASH Line along Hollywood Boulevard. Metro Rail Red Line runs along the Hollywood Boulevard right-of-way near the Project Site, with station stops at Hollywood/Vine, approximately 0.36 mile to the northeast, and Hollywood/Highland, approximately 0.43 mile to the northwest. The Project would develop a hotel within walking distance of existing bus lines and transit stations. Pedestrian access to the Project Site would be provided via the sidewalk along Selma Avenue and the pedestrian paseo connecting to Selma Avenue. The Project would provide opportunities for employees, hotel guests, and visitors to use public

Table IV-8
Project Consistency with the Applicable Goals of the RTP/SCS

Goal[a]	Project Consistency
	transit, and walk to other retail businesses near the Project Site.

[a] *Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, Adopted April 2016.*
Source (table): EcoTierra Consulting, November 2016.

2012 Air Quality Management Plan

The 2012 AQMP was prepared to accommodate growth, to reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact of pollution control on the economy. Projects that are considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections used in the formulation of the 2012 AQMP. Therefore, projects, land uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed SCAQMD's recommended daily emissions thresholds.

The Project would comply with all SCAQMD rules and regulations that are in effect at the time of development; the Applicant is not requesting any exemptions from the currently adopted or proposed rules. The Project would not introduce housing and, thus, would not directly increase housing and population projections for the region. Operation of the Project would generate approximately 90 full- and part-time jobs.[58] While new employment opportunities would be created with the Project, it is anticipated that most of the expected employees would be drawn from the existing labor force in the region and would not require the need to relocate or place a demand for housing in the area. It is possible that some of the future employees would be permanent residents to the area; however, it is unlikely that this growth would be substantial in the context of the growth forecasted for the City or the Hollywood Community Plan Area. Thus, any impacts on area population growth would be less than significant. Therefore, the Project would not conflict with the 2012 AQMP and, as such, would not jeopardize attainment of State and national ambient air quality standards in the area under the jurisdiction of SCAQMD.

Congestion Management Program for Los Angeles County

Within Los Angeles County, Metro is the designated congestion management agency responsible for coordinating regional transportation policies. The CMP was developed in accordance with Section 65089 of the California Government Code. The CMP is intended to address vehicular congestion relief by linking land use, transportation, and air quality decisions. Furthermore, the program seeks to develop a partnership among transportation decision-makers to devise appropriate transportation solutions that include all modes of travel and to propose transportation projects, which are eligible to compete for State gas tax funds. To receive funds from Proposition 111 (i.e., State gasoline taxes designated for transportation improvements), cities, counties, and other eligible agencies must implement the requirements of the CMP. The Project's traffic analysis, which is discussed in greater detail under

[58] *79,621 square feet x 1.13 employees/1,000 square feet = 89.97 (Employee generation rate was derived from the Los Angeles Unified School District, Level 1 – Developer Fee Justification Study, March 2014, Table 12).*

Question 16(a), below, was prepared in accordance with the CMP and LADOT guidelines. See the discussion under Question 16(b), below, for Project impacts to the CMP.

City of Los Angeles General Plan

Land uses on the Project Site are guided by the General Plan. The General Plan sets forth goals, objectives, and programs to provide a guideline for day-to-day land use policies and to meet the existing and future needs and desires of the community, while integrating a range of State-mandated elements including Land Use, Transportation, Noise, Safety, Housing, and Open Space/Conservation. The Land Use Element of the General Plan consists of the General Plan Framework Element, which addresses Citywide policies, and also includes the 35 community plans that guide land use at a local level.

The consistency of the Project with applicable objectives and policies in the General Plan Framework Element is presented in Table IV-9 (Consistency with the Applicable Objectives and Policies of the Framework Element). As shown, the Project would be consistent with the applicable objectives and policies in the General Plan Framework Element.

Table IV-9
Consistency with the Applicable Objectives and Policies of the Framework Element

Objective/Policy[a]	Project Consistency
Land Use Chapter	
Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.	**Consistent.** The Project would develop a hotel in a mixed-use structure on a property that consists of surface parking in the dense urban area of Hollywood. The Project would contribute to the diversity of land uses in the area, which currently includes office, retail, restaurant, residential, and other land uses. The proposed hotel would draw tourists and visitors to the area and further the City's goal of enhancing the regional center and entertainment district in Hollywood.
Policy 3.1.1: Identify areas on the Long-Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.	**Consistent.** The area of Hollywood where the Project Site is located is identified as "Regional Center" on the Framework's Long-Range Land Use Diagram (Metro Los Angeles). The Regional Center is described therein as: "A focal point of regional commerce, identity and activity and containing a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services." The Project would develop a hotel in a mixed-use structure on a property that is currently used for surface parking. Hotels are a supporting service insofar as they facilitate tourists and guests to the area that are otherwise drawn and help enhance the regional center.

Table IV-9
Consistency with the Applicable Objectives and Policies of the Framework Element

Objective/Policy[a]	Project Consistency
Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Element Long-Range Land Use Diagram.	**Consistent.** The area of Hollywood where the Project Site is located is identified as "Regional Center" on the Framework's Long-Range Land Use Diagram (Metro Los Angeles). Generally, different types of Regional Centers will fall within the range of FARs from 1.5:1 to 6.0:1. Some will only be commercially oriented; others will contain a mix of residential and commercial uses. Generally, Regional Centers are characterized by 6- to 20-stories (or higher). Regional Centers are usually major transportation hubs. The FAR proposed for the Project would be 3.83:1, which is within the range identified for the Regional Center. The proposed mixed-use building would also be eight stories tall. Thus, the Project's uses, density, and height are consistent with the Regional Center designation.
Objective 3.2: To provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.	**Consistent.** The Project would develop a hotel in a mixed-use building on a property that is currently used for surface parking in the dense urban area of Hollywood. Public transit access to the area of the Project Site is provided by multiple agencies including Metro with numerous bus routes along Sunset Boulevard (Local Lines 2/302) and Hollywood Boulevard (Local Lines 212/312, 217, 222, Rapid 780); and LADOT with a DASH Line along Hollywood Boulevard. Metro Rail Red Line runs along the Hollywood Boulevard right-of-way near the Project Site, with station stops at Hollywood/Vine, approximately 0.36 mile to the northeast, and Hollywood/Highland, approximately 0.43 mile to the northwest. The Project would develop a hotel within walking distance of existing bus lines and transit stations. The Project would provide opportunities for hotel guests, employees, and visitors to use public transit, and walk to other retail businesses and entertainment land uses near the Project Site. As such, the Project would support the reduction of vehicle trips, vehicle miles travelled, and air pollution. In addition, the Project would provide long- and short-term bicycle parking spaces in accordance with the City's bicycle ordinance.
Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.	**Consistent.** The area of Hollywood where the Project Site is located is identified as "Regional Center" on the Framework's Long-Range Land Use Diagram (Metro Los Angeles). Generally, different types of Regional Centers will fall within the range of floor area ratios from 1.5:1 to 6.0:1, and building heights of 6- to 20-stories (or higher). The Project would achieve a 3.83:1 FAR and an 8-story building height, which is within the range identified for Regional Center. The Project would include the development of a hotel in a mixed-use structure, and as such, the Project would support the currently active Hollywood community. The Project would facilitate tourists and visitors to the area and further the City's goal of enhancing the regional center and entertainment district in Hollywood.

Table IV-9
Consistency with the Applicable Objectives and Policies of the Framework Element

Objective/Policy[a]	Project Consistency
Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.	**Consistent.** Pedestrian access to the Project Site would be provided via the sidewalk along Selma Avenue and pedestrian paseo connecting to Selma Avenue. The Project would provide opportunities for employees, tourists, and visitors to use public transit, and walk to other retail businesses near the Project Site. In addition, the Project would provide short- and long-term bicycle spaces as required by the City's bicycle ordinance.
Policy 3.2.4: Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.	**Consistent.** The Project would enhance the character of an existing commercial and entertainment district by providing a mixed-use structure to include a 212-guest-room hotel and 3,855 square feet of ground floor and 3,500 square feet of rooftop bars/lounges primarily for use by hotel guests but accessible to the public in the dense urban area of Hollywood, in an area designated as Regional Center in the Long-Range Land Use Diagram (Metro Los Angeles). Generally, different types of Regional Centers will fall within the range of floor area ratios from 1.5:1 to 6.0:1, and building heights of 6- to 20-stories (or higher). The Project would achieve a 3.83:1 FAR and an 8-story building height, which is within the range identified for Regional Center.
Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.	**Consistent.** The Project would provide new development that is consistent with existing and permitted land uses in the Hollywood community, which includes a mix of commercial, residential, entertainment, and industrial land uses. The Project would not encroach upon or cause the removal or relocation of land uses in existing neighborhoods or districts.
Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.	**Consistent.** The Project would include the development of a hotel in a mixed-use structure that is considered to be visitor-serving and entertainment land uses. The area of Hollywood where the Project Site is located is identified as "Regional Center" on the Framework's Long-Range Land Use Diagram (Metro Los Angeles). Generally, different types of Regional Centers will fall within the range of floor area ratios from 1.5:1 to 6.0:1, and building heights of 6- to 20-stories (or higher). The Project would achieve a 3.83:1 FAR and an 8-story building height, which is within the range identified for Regional Center.
Policy 3.10.1: Accommodate land uses that serve a regional market in areas designated as "Regional Center" in accordance with Tables 3-1 and 3-6. Retail uses and services that support and are integrated with the primary uses shall be permitted. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.	**Consistent.** The Project would enhance the character of an existing commercial and entertainment district by providing a mixed-use structure to include a 212-guest-room hotel and 3,855 square feet of ground floor and 3,500 square feet of rooftop bars/lounges primarily for use by hotel guests but accessible to the public in the dense urban area of Hollywood, in an area designated as Regional Center in the Long-Range Land Use Diagram (Metro Los Angeles). Generally, different types of Regional Centers will fall within the range of floor area ratios from 1.5:1 to 6.0:1, and building heights of 6- to 20-stories (or higher). The Project

Table IV-9
Consistency with the Applicable Objectives and Policies of the Framework Element

Objective/Policy[a]	Project Consistency
	would achieve a 3.83:1 FAR and an 8-story building height, which is within the range identified for Regional Center.
Urban Form and Neighborhood Design Chapter	
Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community, or the region.	**Consistent.** The Project would develop a hotel in a mixed-use structure on a property that is currently used for surface parking in the dense urban area of Hollywood. Public transit access to the area of the Project Site is provided by multiple agencies including Metro with numerous bus routes along Sunset Boulevard (Local Lines 2/302) and Hollywood Boulevard (Local Lines 212/312, 217, 222, Rapid 780); and LADOT with a DASH Line along Hollywood Boulevard. Metro Rail Red Line runs along the Hollywood Boulevard right-of-way near the Project Site, with station stops at Hollywood/Vine, approximately 0.36 mile to the northeast, and Hollywood/Highland, approximately 0.43 mile to the northwest. The Project would develop a hotel within walking distance of existing bus lines and transit stations. The area in which the Project Site is located is already functioning as a center for the region.
Policy 5.2.2: Encourage the development of centers, districts, and selected corridor/boulevard nodes such that the land uses, scale, and built form allowed and/or encouraged within these areas allow them to function as centers and support transit use, both in daytime and nighttime.	**Consistent.** The Project's proposed land uses would be consistent with the existing surrounding land uses. The Project would provide a hotel in a mixed-use structure in the dense urban area of Hollywood. Project buildout would also be of a scale that is appropriate in Hollywood and the Regional Center designation. The hotel land use and proximity to existing transit lines would support transit use.
Objective 5.8: Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.	**Consistent.** The Project Site is located in an area of Hollywood that is walkable. Selma Avenue in the area of the Project Site includes cafes, parklets, and commercial retail uses; all of which serve as a focus of activity for the community. The Project would also further this objective by placing a hotel on a lot that is currently used as a surface parking lot.
Policy 5.8.1: Buildings in pedestrian-oriented districts and centers should have the following general characteristics: a. An exterior building wall high enough to define the street, create a sense of enclosure, and typically located along the sidewalk; b. A building wall more-or-less continuous along the street frontage; c. Ground floor building frontage designed to accommodate commercial uses, community facilities, or display cases; d. Shops with entrances directly accessible from the sidewalk and located at frequent intervals; e. Well-lit exteriors fronting on the sidewalk that provide safety and comfort commensurate	**Consistent.** The Project would include many of the design characteristics listed in this policy. The ground floor would be easily accessible to pedestrians along Selma Avenue. The Project would provide 52 bicycle parking spaces, including long- and short-term. Overall, the Project would complement the area and pedestrian-oriented design.

Table IV-9
Consistency with the Applicable Objectives and Policies of the Framework Element

Objective/Policy[a]	Project Consistency
with the intended nighttime use, when appropriate; f. Ground floor building walls devoted to display windows or display cases; g. Parking located behind the commercial frontage and screened from view and driveways located on side streets where feasible; h. Inclusion of bicycle parking areas and facilities to reduce the need for vehicular use; and i. The area within 15 feet of the sidewalk may be an arcade that is substantially open to the sidewalk to accommodate outdoor dining or other activities.	

[a] *City of Los Angeles, Citywide General Plan Framework Element, readopted August 2001.*
Source (table): EcoTierra Consulting, November 2016.

Hollywood Community Plan

The community plans are intended to promote an arrangement of land uses, streets, and services, which would encourage and contribute to the economic, social, and physical health, safety, and welfare of the people who live and work in the community. The community plans are also intended to guide development in order to create a healthful and pleasing environment. The community plans coordinate development among the various communities of the City and adjacent municipalities in a fashion both beneficial and desirable to the residents of the community. The Hollywood Community Plan guides land uses on the Project Site and in the surrounding areas. The current plan sets forth objectives to maintain the community's distinctive character.

The Project Site is designated by the Hollywood Community Plan for Regional Center Commercial land uses. Development of the Project would include the construction of a 79,621 square foot mixed-use structure to include a 212-guest-room hotel and 3,855 square feet of ground floor and 3,500 square feet of rooftop bars/lounges primarily for use by guests but accessible to the public. This type of development would be consistent with the land use designation. The Regional Center Commercial land use designation is limited to the Hollywood Redevelopment Project Area. Under the Hollywood Community Plan and Redevelopment Plan, development intensity is limited to 4.5:1 FAR with a maximum of 6:1 FAR possible through a Transfer of Development Rights procedure and/or City Planning Commission approval. Additionally, Ordinance No. 165,660 places an underlying FAR limitation of 2:1. The Project proposes a 3.83:1 FAR, and is therefore consistent with the intended intensity.

The consistency of the Project with applicable objectives and policies in the Hollywood Community Plan is presented in Table IV-10 (Consistency with the Applicable Objectives and Policies of the Hollywood Community Plan). As shown, the Project would be consistent with the applicable objectives and policies in the Hollywood Community Plan.

Table IV-10
Consistency with the Applicable Objectives and Policies of the Hollywood Community Plan

Policies[a]	Project Consistency
Objective 1: To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area.	**Consistent.** The proposed Project would include the development of a mixed-use structure to include a hotel, thus increasing the number of guestrooms for Hollywood as well as other parts of the City of Los Angeles and the metropolitan area. The Project would provide 212 new guestroom units and 3,855 square feet of ground floor and 3,500 square feet of rooftop bars/lounges for Hollywood, which would add to the hotel demand for guests visiting Hollywood. Additionally, the Project Site is located less than 0.5 miles from the Hollywood / Vine and Hollywood / Highland Metro Rail Red Line transit stations, which provides access to other parts of the City of Los Angeles and the metropolitan area.
Objective 2: To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 2010.	**Consistent.** The Project Site is located in an area with similar use buildings. The proposed Project would be designed and constructed to be compatible with the surrounding land uses. The Project would provide mixed-use structure to include a 212 guestrooms and 3,855 square feet of ground floor and 3,500 square feet of rooftop bars/lounges for use by visitors to the area and City.
Objective 4: To promote economic well- being and public convenience.	**Consistent.** The proposed Project would provide new mixed-use structure to include 212 new guestrooms and 3,855 square feet of ground floor and 3,500 square feet of rooftop bars/lounges which would promote economic well-being in Hollywood. Additionally, the Project Site is located less than 0.5 miles from the Hollywood / Vine and Hollywood / Highland Metro Rail Red Line transit stations, which provides access to other parts of the City of Los Angeles and the metropolitan area. Therefore, the proposed Project supports this objective. This close proximity would promote public convenience by connecting with local and regional transit lines.
Objective 5: To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development. To encourage open space in both local neighborhoods and in high density areas.	**Consistent.** The proposed Project would include over 8,300 square feet of common area, and over 17,800 square feet of landscaped areas, including a pedestrian paseo and central courtyard on the ground level and a rooftop amenity deck. The Project's generously landscaped open space and common areas would encourage additional open space in Hollywood.
Land Use / Commerce Policy. Parking areas should be located between commercial and residential uses on the commercially-zoned properties where appropriate to provide a buffer, and shall be separated from residential uses by means of at least a solid masonry wall and landscaped setback.	**Consistent.** Parking for the Project would be located below ground and would not be visible from the surrounding roadways.

[a] *City of Los Angeles Department of City Planning, Hollywood Community Plan, Adopted December 1988, Effective April 2014.*

Source (table): EcoTierra Consulting, November 2016.

Hollywood Redevelopment Project

The consistency of the Project with applicable goals in the Hollywood Redevelopment Project is presented in Table IV-11 (Consistency with Applicable Goals of the Hollywood Redevelopment Project). As shown, the Project would be consistent with the applicable goals in the Hollywood Redevelopment Project.

Table IV-11
Consistency with Applicable Goals of the Hollywood Redevelopment Project

Goals[a]	Project Consistency
Encourage the involvement and participation of residents, business persons, property owners, and community organization in the redevelopment of the community.	**Consistent.** The Project would develop an underutilized site that is currently used as a surface parking lot. The Project would involve the development of an 8-story mixed-use building. The 212 guestrooms and 3,855 square feet of ground floor and 3,500 square feet of rooftop bars/lounges would attract visitors and guests to the Hollywood area, encourage economic activity at local businesses, and would contribute to the redevelopment of the community.
Preserve and increase employment, and business and investment opportunities through redevelopment programs and, to the greatest extent feasible, promote these opportunities for minorities and women.	**Consistent.** The Project would consist of a 212-guest room hotel and 3,855 square feet of ground floor and 3,500 square feet of rooftop bars/lounges at a site that is currently improved with a surface parking lot. This infill project would provide a new space for employment and business opportunities to the Hollywood community.
Promote a balanced community meeting the needs of the residential, commercial, industrial, arts and entertainment sectors.	**Consistent.** The Project would include the development of a hotel, and as such, the Project would support the currently active Hollywood community. The Project would facilitate tourists and visitors to the area and further the City's goal of enhancing the regional center and entertainment district in Hollywood. Additionally, the Project would be at a scale that is appropriate in Hollywood and the Regional Center designation.
Improve the quality of the environment, promote a positive image for Hollywood and provide a safe environment through mechanisms such as: a) adopting land use standards; b) promoting architectural and urban design standards including: standards for height, building setback, continuity of street façade, building materials, and compatibility of new construction with existing structures and concealment of mechanical appurtenances; c) promoting landscape criteria and planting programs to ensure additional green space; d) encouraging maintenance of the built environment; e) promoting sign and billboard standards; f) coordinating the provision of high quality public improvements; g) promoting rehabilitation and restoration guidelines; h) integrate public safety concerns into planning efforts.	**Consistent.** The Project would be designed and developed with the guidance of City Planning staff and the applicable plans. The Project would adopt land use standards, promote architectural and urban design standards, promote landscape criteria, encourage maintenance of the built environment, promote sign and billboard standards, coordinate the provision of high quality public improvements, and integrate public safety concerns into planning efforts. As a result, Project would improve the quality of the environment, promote a positive image for Hollywood, and provide a safe environment.

Table IV-11
Consistency with Applicable Goals of the Hollywood Redevelopment Project

Goals[a]	Project Consistency
Support and promote Hollywood as the center of the entertainment industry and a tourist destination through the retention, development and expansion of all sectors of the entertainment industry and the preservation of landmarks related to the entertainment industry.	**Consistent.** The Project would include the development of a mixed-use structure to include a hotel that is considered to be visitor-serving and entertainment land uses. The Project would facilitate tourists and visitors to the area and further the City's goal of enhancing the regional center and entertainment district in Hollywood.
Support and encourage a circulation system which will improve the quality of life in Hollywood, including pedestrian, automobile, parking and mass transit systems with an emphasis on serving existing facilities and meeting future needs.	**Consistent.** The Project Site is within 0.5 miles of the Hollywood / Vine and Hollywood / Highland Metro Rail Red Line transit station, which would encourage visitors of the retail use and guests of the hotel use to use public transportation services. Thus, the proposed Project supports this objective.
Promote and encourage development of recreational and cultural facilities and open spaces necessary to support attractive residential neighborhoods and commercial centers.	**Consistent.** The proposed Project would include over 8,300 square feet of common area, and over 17,800 square feet of landscaped areas, including a pedestrian paseo and central courtyard on the ground level and a rooftop amenity deck. The Project's generously landscaped open space and common areas would encourage open space necessary to support attractive commercial centers in Hollywood.

[a] *City of Los Angeles, Hollywood Redevelopment Plan, Effective July 12, 2003.*
Source (table): EcoTierra Consulting, November 2016.

Planning and Zoning Code

All on-site development activity is subject to the Planning and Zoning Code. The Planning and Zoning Code includes development standards for the various districts in the City. The Project Site has an underlying zoning of C4-2D (Commercial Zone – Height District No. 2 with a Development Limitation). Additionally, Ordinance No. 165,660 restricts the FAR at the Project Site not to exceed 2:1.

The Project Site also has a temporary zoning classification of (T)(Q)C4-2D ([Tentative] [Qualified] Commercial Zone – Height District No. 2 with a Development Limitation) as a result of the entitlement a previously approved office condominium project received (City Planning Case No. CPC-2007-1607-ZC-HD-SPR), but was never constructed. Ordinance No. 179,923, later clarified under Ordinance No. 180,309, established the "D" development limitation restricting the height of all buildings and structures at the Project Site not to exceed 95 feet from proposed grade, and any structures on the roof, such as air conditioning units and other equipment, are to be fully screened from view of any abutting properties. Both ordinances modified the previously existing "D" development limitation to restrict the FAR at the Project Site not to exceed 3.5:1. In order to construct the proposed 79,621-square-foot Project, the Applicant is therefore requesting a zone change from C4-2D to [Q]C2-2D for the Project Site, and the "D" development limitation be modified to permit the proposed Project.

A generalized summary of land uses allowed in the C4 zone include the following:[59]

- Offices

[59] *City of Los Angeles Department of City Planning, Generalized Summary of Zoning Regulations, January 24, 2006.*

- Hotels
- Hospitals
- Churches
- Retail
- Theaters
- R4 (Multiple Dwelling) Uses

The Project land use, which proposes a 212-guest-room hotel and 3,855 square feet of ground floor and 3,500 square feet of rooftop bars/lounges primarily for use by hotel guests but accessible to the public, would be consistent with the current C4 zone in the Planning and Zoning Code. Moreover, the Project would comply with the requirement for 11-foot side yard setbacks and 20-foot rear yard setback for those portions of the building used for hotel purposes.

While the C4 zone in Height District No. 2 does not limit building height and allows up to 6:1 FAR, Ordinance No. 165,660 establishes an underlying FAR limitation not to exceed 2:1. Ordinances No. 179,923 and No. 180,309, later established a modified "D" development limitation, which provides a maximum height of 95 feet and density limitation of a FAR not to exceed 3.5:1 at the Project Site. Though the project referenced in Ordinances No. 179,923 and No. 180,309 was never constructed, the Project would conform to 95-foot-tall height limitation established by the ordinances, and is requesting a zone change and modification to the "D" development limitation established in Ordinance No. 165,660 to permit the increase in FAR to 3.83:1 in order to implement the Project.

Table IV-12 (Required Parking) provides a summary of the LAMC-required parking for the Project.

Table IV-12
Required Parking

Parking Type	Use	Quantity	Parking Ratio	Parking Required
Automobile	Hotel	212 rooms	1 stall/room (First 30 rooms)	30
			1 stall/2 rooms (31-60 rooms)	15
			1 stall/3 rooms (61+) rooms	51
	Bar & Commercial Meeting Space[a]	10,846 sf	2 stalls/1,000 sf	22
	Total Parking Required before Adjustments			118
	Allowed 10% Bicycle Parking Reduction for Hotel/Residential *Allowed 20% Bicycle Parking Reduction for Commercial*[b]			*9* *4*
	Adjusted Parking Required			105
	Additional Parking for Hollywood Citizen News Building			65
	Total Automobile Parking Required			**170**
	Parking Provided by the Project			**205**
Bicycle	Hotel	212 rooms	1 space/20 rooms (Short- and Long-Term)	11 short-term 11 long-term
	Bar	8,500 sf	1 space/2,000 sf (Short- and Long-Term)	5 short-term 5 long-term
	Commercial Meeting Space	2,346 sf	1 space/10,000 sf (Short- and Long-Term)	2 short-term[c] 2 long-term[c]

Table IV-12
Required Parking

Parking Type	Use	Quantity	Parking Ratio	Parking Required
	Total Parking Required before Adjustments			36
	10% Bicycle Parking Reduction		1 stall/4 bicycle spaces	16
	Total Bicycle Parking Required			**52**
	Bicycle Parking Provided by the Project			**52**

sf = square feet

[a] *Accounts for 2,346 square feet of commercial meeting space and 8,500 square feet of rooftop bar/event space.*

[b] *Per the Bicycle Parking Ordinance (Ordinance No. 182,386) and codified as LAMC Section 12.21.A.4, which allows new or existing automobile parking spaces required by LAMC for all uses to be replaced by bicycle parking at a ratio of one automobile parking space for every four bicycle parking spaces provided.*

[c] *There is a 2-space minimum requirement for commercial bicycle parking spaces.*

Source: Steinberg, November 2016.

The on-site parking structure would include 205 parking stalls, and 65 of these parking stalls would be for the off-site office use, resulting in 140 parking stalls for the hotel use and thereby complying with LAMC. The provision of shared parking with the Hollywood Citizens News Building was required under the previously approved office condominium project ("Office Project") (CPC-2007-1607-ZC-HD-SPR). The "Q" qualified condition applicable to the previously approved Office Project required a minimum of 65 parking spaces for use by the Hollywood Citizen News Building . Though the Project Site is currently required to provide one parking space for the Hollywood Citizen News Building pursuant to a Covenant and Agreement Regarding Maintenance of Off-Site Parking Space (Doc. No. 06-0805823); based on the historical use and operation of the Hollywood Citizen News Building, the Project would voluntarily continue to maintain these 65 parking spaces on-site for use by the Hollywood Citizen News Building. Furthermore, the Project would provide 52 bicycle parking spaces (at least 18 short-term and 18 long-term spaces) in compliance with LAMC requirements.

Los Angeles Green Building Code

On December 13, 2013, the City approved Ordinance No. 182,849, as the most recent update to the Los Angeles Green Building Code ("LA Green Building Code"). The current 2014 LA Green Building Code is based on the 2013 California Green Building Standards Code (commonly known as CALGreen), which was developed and mandated by the State to attain consistency among the various jurisdictions within the State with the specific goals to reduce a building's energy and water use, reduce waste, and reduce the carbon footprint. The following types of projects are subject to the LA Green Building Code:

- All new buildings (residential and non-residential);
- Every building alteration with a building permit valuation of $200,000 or more (residential and non-residential);
- Residential alterations that increase the building's conditioned volume; and
- Every building addition (residential and non-residential)

The Project would meet the requirements in the LA Green Building Code. The building would incorporate eco-friendly building materials, systems, and features wherever feasible, including Energy Star®-rated appliances, water saving/low-flow fixtures, non-volatile organic compound paints/adhesives, drought-tolerant planting, and high performance building envelopment. The proposed building would accommodate solar photovoltaic panels and on-site electric vehicle chargers.

Walkability Checklist: Guidance for Entitlement Review

In January 2007, the Department of City Planning created the Walkability Checklist: Guidance for Entitlement Review ("Walkability Checklist"). The purpose of the Walkability Checklist is to guide the Department of City Planning, as well as developers, architects, engineers, and all community members, in creating enhanced pedestrian movements, access, comfort, and safety contributing to overall walkability throughout the City. The Walkability Checklist provides a list of recommended strategies that projects should employ to improve the pedestrian environment in the public right-of-way and on private property. Each of the implementation strategies in the Walkability Checklist should be considered in a project, although not all strategies would be appropriate in every project. While the Walkability Checklist is neither a requirement nor part of the LAMC, it provides guidance for consistency relating to the policies contained in the General Plan Framework Element. Incorporating these guidelines into a project's design encourages pedestrian activity, higher quality urban forms, and "place-making." The following is an analysis of the Project's consistency with the applicable Walkability Checklist guidelines.

Sidewalks

The Project generally supports the walkability guidelines discussing sidewalks, which provide that pedestrian corridors should be delineated by creating a consistent rhythm, should be wide enough to accommodate pedestrian flow, and provide pedestrian safety, specifically by creating a clear separation from the roadway and from traffic. Primary pedestrian access would be provided via existing sidewalk along Selma Avenue fronting the Project Site and from pedestrian paseos that connect with Selma Avenue.

Utilities

The Project generally supports the walkability guidelines discussing utilities, which provide that utilities should ideally be placed underground in order to improve and preserve the character of the street and neighborhood, increase visual appeal, and minimize obstructions in the pedestrian travel path. If new utility equipment is needed, the Project would place utility equipment underground and/or in the specified zones outlined in the Walkability Checklist.[60]

Building Orientation

The Project generally supports the walkability guidelines discussing building orientation, which provide that a building's placement on a site establishes its relationship to the sidewalk and street and could enhance pedestrian activity. The Project's proposed building would have a two-foot front yard setback along Selma Avenue and the main entrance would be adjacent to and accessible from the public right-of-way. The primary pedestrian entrance would incorporate storefront glazing to add transparency and visual interest and provide access to the lobby.

Off-Street Parking and Driveways

The Project generally supports the walkability guidelines discussing off-street parking and driveways, which provide that the safety of the pedestrian is primary in an environment where pedestrians and automobiles must both be accommodated. Parking for the entire building, as well as additional parking

[60] *The Project does not include the undergrounding of existing aboveground utilities.*

for the off-site office building, would be located within the site in a four-level subterranean parking structure, and would not endanger pedestrians.

On-Site Landscaping

The Project would be designed to generally support the walkability guidelines discussing on-site landscaping. Consistent with these guidelines, the Project would include exterior "vertical gardens" (i.e., walls covered with greenery) and vibrant exterior planters providing visual interest. Additionally, the Project includes a ground level and rooftop landscaping.

Building Façade

The Project generally supports the walkability guidelines discussing building façade, which provide that a building's facade could be employed to meet many objectives for a safe, accessible, and comfortable pedestrian environment, specifically by adding visual interest and emphasizing pedestrian movement and comfort. The Project design would be contemporary with vertical and horizontal articulations, and subdued building colors contrasted by the use of exterior "vertical gardens" (i.e., walls covered with greenery) and vibrant exterior planters providing visual interest. The ground floor paseo would facilitate pedestrian connectivity from Selma Avenue to the ground floor courtyard. The high ground-floor façade transparency along Selma Avenue would maintain the quality of the pedestrian experience.

Building Signage and Lighting

The Project would be designed to generally support the walkability guidelines discussing building signage and lighting, which describe signage as part of the visual urban language and contributing to neighborhood identity and "place-making." The Project would include pedestrian-scale way-finding signage. Outdoor lighting would be used minimally to illuminate the building for safety, security, and business identification. Exterior lighting would be directed on-site and comply with LAMC for site lighting requirements. Building security lighting would be used at all entry/exits and would remain on from dusk to dawn, but would be designed to prevent light trespass onto adjacent properties.

Summary of Consistency

As shown above, the Project would be consistent with applicable goals of SCAG's RCP and RTP/SCS, SCAQMD's AQMP, and Metro's CMP. Additionally, the Project would be consistent with the applicable objectives and policies set forth in the City's plans and zoning including the General Plan, Community Plan, Planning and Zoning Code, LA Green Building Code, and the Walkability Checklist. Therefore, the Project would not result in a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project, and impacts would be less than significant. No mitigation measures are required.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant adverse effect could occur if a project site were located within an area governed by a habitat conservation plan or natural community conservation plan.

As discussed under Question 4(f) above, no such plans presently exist which govern any portion of the Project Site. Furthermore, the Project Site is located in a highly urbanized, high-density area of Hollywood. Therefore, the Project would not have the potential to cause such effects and there would be no impact.

Cumulative Impacts

The focus of this cumulative impacts analysis is on the combined impact of the Project and the 139 related projects (see Section II.5 [Related Projects]) with respect to the topics listed in the land use and planning analysis above, including community division, consistency with land use plans, and consistency with habitat conservation plans. The cumulative impacts land use study area is the extent of the related projects and the Community Plan area.

With respect to community division and habitat conservation plans, it is unknown whether or not any of the related projects or other development in the Community Plan area would divide an existing community or conflict with a habitat conservation plan. However, as the Project would have no impact with respect to community division and habitat conservation plans, it would not contribute to a cumulative impact.

Development of the related projects is expected to occur in accordance with adopted plans and regulations. It is also expected that most of the related projects would be compatible with the zoning and land use designations of each related project site and its existing surrounding uses. In addition, it is reasonable to assume that the related projects under consideration in the surrounding area would implement and support local and regional planning goals and policies. Therefore, cumulative land use impacts would be less than significant.

11. MINERAL RESOURCES

a) Would the project 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. Although not specified in the *L.A. CEQA Thresholds Guide*, 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. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- Whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone (MRZ) 2 zone or other known or potential mineral resource area, and
- Whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance.

The Project Site is developed and no oil wells are present.[61] The Project Site is not located within an oil field or oil drilling area,[62] nor is the Project Site zoned Oil Drilling District. Additionally, the Project Site is not located within a surface mining district or MRZ-2 zone.[63] The Project would not affect ongoing extraction activities and there would be no impact on existing or future regionally important mineral extraction sites. The Project would not involve mineral extraction activities, nor are any such activities presently occurring on or in the vicinity of the Project Site. Therefore, no impact would occur and no mitigation measures are required.

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

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the project site is located in an area used or available for extraction of a locally-important mineral resource, or if the project development would convert an existing or future locally-important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for locally-important mineral resource extraction. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- Whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a MRZ-2 zone or other known or potential mineral resource area, and
- Whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance.

There are no oil extraction operations and drilling or mining of mineral resources at the Project Site, nor is the Project Site within an area identified for such uses. Therefore, development of the Project would not result in the loss of availability of a mineral resource that would be of value to the residents of the State or a locally-important mineral resource, or mineral resource recovery site, as delineated on a local general plan, specific plan, or land use plan. Therefore, no impact would occur and no mitigation measures are required.

Cumulative Impacts

The focus of this cumulative impacts analysis is on the combined impact of the Project and the 139 related projects (see Section II.5 [Related Projects]) with respect to the topics listed in the mineral resources analysis above, including loss of availability of a known mineral resource or locally important mineral resource recovery site. The cumulative impacts study area for mineral resources is the extent of the related projects.

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[61] *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: November 10, 2016.*

[62] *City of Los Angeles Department of City Planning, Safety Element of the Los Angeles City General Plan, Adopted November 26, 1996, Exhibit E: Oil Field and Oil Drilling Areas.*

[63] *City of Los Angeles Department of City Planning, Conservation Element of the Los Angeles City General Plan, Adopted September 26, 2001, Exhibit A: Mineral Resources.*

It is unknown whether or not any of the related project sites contain mineral resources. However, as the Project would have no impact on mineral resources, it would not contribute to a cumulative impact. Furthermore, no known mineral resources or extraction operations for such resources are in the Project Site vicinity. Therefore, there would be no cumulative impact on mineral resources.

12. NOISE

The following noise analysis for the Project is based on the findings of the *Environmental Noise Impact Analysis for the Tommie Hotel Project* prepared by Cadence Environmental Consultants in December 2016 (the report is available as Appendix E to this IS/MND).

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?

Less Than Significant Impact. A significant impact may occur if a 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") (Chapter XI, Section 111.00 through Section 116.01, of the LAMC).

Construction-Related Impacts

Construction of the proposed Project is anticipated to start in or around first quarter 2017 and take place over a period of approximately 23 months. Construction activities associated with the proposed Project would require the use of heavy equipment for site excavation and building construction. Noise from smaller power tools, generators, and other sources of noise would also be associated with construction of the proposed Project. During each stage of development, there would be a different mix of equipment operating and noise levels would vary based on the type and amount of equipment in operation and the location of the activity.

Section 41.40 of the LAMC regulates noise from demolition and construction activities. Specifically, Section 41.40 prohibits construction activity and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 PM and 7:00 AM Monday through Friday, and between 6:00 PM and 8:00 AM on Saturday. All such activities are also prohibited on Sundays and all federal holidays.

Section 112.05 of the LAMC also specifies the maximum noise level of construction machinery that can be generated in any residential zone of the City or within 500 feet thereof. Specifically, any construction machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment may not generate a maximum noise level exceeding 75 A-weighted decibels (dBA) at a distance of 50 feet from the equipment. However, the above noise limitation does not apply where compliance is technically infeasible (LAMC Section 112.05). LAMC Section 112.05 defines technical infeasibility to mean that "said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment." There are no residential zones within 500 feet of the Project Site. The adjacent multi-family residential building located

immediately to the west is located on a parcel that is zoned C4-2D (Commercial Zone – Height District No. 2 with a Development Limitation), which is the same as the Project Site.

For the purpose of evaluating construction noise impacts, the *L.A. CEQA Thresholds Guide* defines sensitive uses as residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks. As such, the sensitive receptors that would be affected by Project construction activities would be the existing multi-family and hotel buildings in the immediate vicinity of the Project Site. According to the *L.A. CEQA Thresholds Guide*, a significant impact would occur if construction activities lasting more than 10 days in a three-month period would increase the ambient noise levels by 5 dBA or more at any off-site noise-sensitive location (an increase of 5 dBA is readily perceptible to the human ear).

The Federal Highway Administration (FHWA) has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. These data are presented in Table IV-13 (Typical Construction Equipment Noise Levels) for the types of equipment that are expected to be used at the Project Site based on industry standard practices and observations of other similar construction sites by Cadence Environmental Consultants.

Table IV-13
Typical Construction Equipment Noise Levels

Equipment	L_{max} Noise limit at 50 feet
Earthmoving	
Backhoe	80
Bulldozer	85
Dump Truck	84
Front-End Loader	80
Scraper	85
Tractor	84
Materials Handling	
Concrete Mixer Truck	85
Concrete Pump Truck	82
Crane	85
Impact Equipment	
Compactor	80
Jackhammer	85
Pneumatic Tools	85
Other Equipment	
Compressors	80
Concrete Saws	90
Gradall Forklift	85
Pickup Truck	55
Vacuum Street Sweeper	80
Welder/Torch	73

Notes: L_{max} = maximum noise level. The highest exponential, time-averaged sound level that occurs during a stated period and reflects acoustical peaks.

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: Cadence Environmental Consultants, December 2016.

FHWA has also compiled data regarding the noise generating characteristics of typical construction activities. These data, which represent composite construction noise, are presented in Table IV-14 (Typical Outdoor Construction Noise Levels). As with noise generated by individual construction equipment, these noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance.

Table IV-14
Typical Outdoor Construction Noise Levels

Construction Phase	L_{eq} Noise Levels at 50 Feet with Mufflers
Excavation/Grading	86
Foundations	77
Structural	83
Finishing	86

Notes: L_{eq} = equivalent noise level. A measurement of the sound energy level averaged over a specific time period and represents the average amount of variable sound energy received by a receptor.

Source: Cadence Environmental Consultants, December 2016.

As shown in Table IV-14, daytime composite construction noise levels associated with the proposed Project could range from 77 to 86 dBA L_{eq} at a distance of 50 from the construction activities. Similar noise levels would be expected to occur at the uses adjacent to the Project Site.

Existing daytime noise levels were measured at two locations within the Project Site on May 13, 2016. The purpose of these measurements was to determine the existing daytime baseline that would be affected by Project-related activities. The existing noise levels were measured using a Larson Davis Model 820 sound level meter, which meets and exceeds the minimum industry performance requirements for "Type 1" standard instruments as defined in the American National Standards Institute S1.4. Each event occurred over a period of 15 minutes. Additionally, existing event and nighttime noise levels were also measured using the same equipment and settings within the southwestern area of the Project Site on December 10, 2016. The purpose of these measurements was to identify the baseline from which adjacent residential uses could be affected by noise-generating activities within the rooftop area of the proposed Project building. Each measurement event occurred over a period of 15 minutes. An event with prerecorded music was occurring on the rooftop of the adjacent hotel to the east of the Project Site (Mama Shelter) building. The event was billed as a DJ set, although the actual music being played was indiscernible from the Project Site parking lot. The rooftop at the Mama Shelter hotel is largely bordered by solid walls and clear panels that provide both fall protection and sound attenuation, and would be similar to the 42-inch wall and glass guardrail features proposed for the Project.

As shown in Table IV-15 (Existing Daytime and Evening/Nighttime Noise Levels), existing ambient daytime noise levels in the southern part of the Project Site average around 55 dBA L_{eq}, 57 dBA L_{eq} in the evening, and 56 dBA L_{eq} in the nighttime.

Table IV-15
Existing Daytime and Evening/Nighttime Noise Levels

Noise Measurement Location	Primary Noise Sources	Noise Level Statistics		
		L_{eq}	L_{max}	L_{min}
Daytime Ambient Noise Levels				
1. Southern side of Project Site	Traffic on Selma Avenue and hotel restaurant kitchen fan	55.2	68.4	50.9
2. Northern side of Project Site	Traffic on Selma Avenue and hotel restaurant kitchen fan	62.4	78.8	57.1
Evening and Nighttime Ambient Noise Levels				
Evening	Hotel restaurant kitchen fan and traffic on Selma Avenue.	56.8	80.0	53.7
Nighttime	Hotel restaurant kitchen fan and traffic on Selma Avenue.	56.2	67.0	53.9

Notes: L_{eq} = Averaged equivalent noise level; L_{max} = Maximum noise level; L_{min} = Minimum noise level

Noise level measurement results are provided in Appendix A to the noise impact analysis. Noise measurements were taken using a Larson Davis Model 820 sound level meter, which meets and exceeds the minimum industry performance requirements for "Type 1" standard instruments as defined in the American National Standards Institute S1.4.

Source: Cadence Environmental Consultants, December 2016.

Thus, construction activities associated with the proposed Project would increase daytime noise levels at the nearby residential and hotel uses by more than 5 dBA. However, compliance with the noise regulations under Section 41.40 of the LAMC would reduce construction noise impacts to the maximum extent feasible. These regulations would not permit construction activities to occur during recognized sleep hours for nearby residences. Similar to other construction activities throughout the City, these regulations would ensure that construction-related noise impacts would be less than significant and no mitigation measures are required.

Operational Impacts

Future noise levels at the Project Site would continue to be dominated by vehicular traffic on the Selma Avenue. As shown in Table IV-15, above, existing ambient daytime noise levels along the northern perimeter of the Project Site average approximately 62 dBA L_{eq}. As a general rule 24-hour CNEL noise levels are within about 2 dBA of the peak traffic noise L_{eq} under normal traffic conditions. This noise level would not exceed the City's 70.0 dBA CNEL exterior noise standard for new of transient lodging (hotel, motel) uses. The exterior-to-interior reduction of newer buildings is generally more than 30 dBA. This reduction amount is based on the situation in which new buildings must comply with California Code of Regulations Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, which requires substantial building insulation and also reduces exterior to interior noise levels. Assuming a 30 dBA exterior to interior noise reduction for new hotel buildings would provide an interior noise level of less than 45 dBA CNEL, which is the State's interior standard for transient uses. In addition, the exterior courtyard of the proposed Project would be shielded from roadway noise by the proposed Project building as well as the adjacent hotel and office buildings; thus providing a quiet exterior activity environment for the hotel guests.

The City has adopted a Noise Ordinance (LAMC Chapter XI, Section 111 *et seq.*), which identifies noise standards for various sources, specific noise restrictions, exemptions, and variances for sources of noise within the City. The Noise Ordinance applies to all noise sources with the exception of any vehicle that is operated upon any public highway, street or right-of-way, or to the operation of any off-highway vehicle, to the extent that it is regulated in the State Vehicle Code, and all other sources of noise that are

specifically exempted. The sources regulated by the City Noise Ordinance that would be applicable to the proposed Project are as follows:

Section 112.01 Radios, television sets, and similar devices.

a) It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.

c) Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.

Section 112.02 Air conditioning, refrigeration, heating, pumping, and filtering equipment.

a) It shall be unlawful for any person, within any zone of the city to operate any air conditioning, refrigeration or heating equipment for any residence or other structure or to operate any pumping, filtering or heating equipment for any pool or reservoir in such manner as to create any noise which would cause the noise level on the premises of any other occupied property or if a condominium, apartment house, duplex, or attached business, within any adjoining unit.to exceed the ambient noise level by more than five (5) decibels.

Section 112.04 Powered equipment intended for repetitive use in residential areas and other machinery, equipment, and devices.

(a) Between the hours of 10:00 p.m. and. 7:00 a.m. of the following day, no person shall operate any lawn mower, backpack blower, lawn edger, riding tractor, or any other machinery, equipment, or other mechanical or electrical device, or any hand tool which creates a loud, raucous or impulsive sound, within any residential zone or within 500 feet of a residence.

b) Except as to the equipment and operations specifically mentioned and related elsewhere in [the City Noise Regulation] or for emergency work as that term is defined in Section 111.01(d), and except as to aircraft, tow tractors, aircraft auxiliary power units, trains and motor vehicles in their respective operations governed by State or federal regulations, no person shall operate or cause to be operated any machinery, equipment, tools, or other mechanical or electrical device, or engage in any other activity in such manner as to create any noise which would cause the noise level on the premises of any other occupied property, or, if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than five (5) decibels.

c) Notwithstanding the provisions of Subsection (a) above, no gas powered blower shall be used within 500 feet of a residence at any time. Both the user of such a blower as well as the individual who contracted for the services of the user, if any, shall be subject to the requirements of and penalty provisions for this ordinance. Violation of the provisions of this subsection shall be punishable as an infraction in an amount not to exceed One Hundred Dollars ($100.00), notwithstanding the graduated fines set forth in LAMC Section 11.00(m).

Section 113.01 Rubbish and trash collection.

It shall be unlawful for any person engaged in the business of collecting or disposing of rubbish or garbage to operate any refuse disposal truck, parking lot sweeper, or vacuum truck, or to collect, load, pick up, transfer, unload, dump, discard, sweep, vacuum, or dispose of any rubbish or garbage, as such terms are defined in Section 66.00 of this Code, within 200 feet of any residential building between the hours of 9:00 p.m. and 6:00 a.m. of the following day, unless a permit therefore has been duly obtained beforehand from the Board of Police Commissioners.

The standards which shall be considered in determining whether a permit shall be granted are the following:

a) Whether the work to be done is in the public interest, or

b) Whether the applicant would suffer hardship, injustice or delay if the permit were not granted, or

c) Whether fuel conservation would result if the permit were issued.

No permit shall be required to perform emergency work as defined in Sec. 111.01(c) of [the City Noise Ordinance].

- Section 115.02 Prohibitions and regulations (for amplified sound).

  It shall be unlawful for any person, other than personnel of law enforcement or governmental agencies, or permittees duly authorized to use the same pursuant to Sec. 103.111 of [the City Noise Regulation], to install, use, or operate within the City a loudspeaker or sound amplifying equipment in a fixed or movable position or mounted upon any sound truck for the purposes of giving instructions, directions, talks, addresses, lectures, or transmitting music to any persons or assemblages of persons in or upon any public street, alley, sidewalk, park or place, or other public property except when installed, used or operated in compliance with the following provisions:

  d) In all [nonresidential] zones, except such portions thereof as may be included within 500 feet of any residential zone, the operation or use of sound amplifying equipment for noncommercial purposes is prohibited between the hours of 10:00 p.m. and 7:00 a.m. of the following day.

  e) The only sounds permitted shall be either music, human speech, or both.

  f) Sound emanating from sound amplifying equipment shall be limited in volume, tone and intensity as follows:

     1. The sound shall not be audible at a distance in excess of 200 feet from the sound equipment.

     2. In no event shall the sound be loud and raucous or unreasonably jarring, disturbing, annoying or a nuisance to reasonable persons of normal sensitiveness within the area of audibility.

- Section 116.01 Loud, unnecessary and unusual noise.

  Notwithstanding any other provisions of [the City Noise Ordinance] and in addition thereto, it shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. The standard which may be considered in determining whether a violation of the provisions of this section exists may include, but not be limited to, the following:

a) The level of noise;
b) Whether the nature of the noise is usual or unusual; Whether the origin of the noise is natural or unnatural;
c) The level and intensity of the background noise, if any; The proximity of the noise to residential sleeping facilities;
d) The nature and zoning of the area within which the noise emanates;
e) The density of the inhabitation of the area within which the noise emanates; The time of the day and night the noise occurs;
f) The duration of the noise;
g) Whether the noise is recurrent, intermittent, or constant; and
h) Whether the noise is produced by a commercial or noncommercial activity.

These regulations ensure that sources of noise at a property do not cause excessive noise levels at nearby residences.

Sound levels could also occur in association with the ground floor outdoor patio and rooftop features of the proposed Project. These outdoor rooftop features include a raised lounge, swimming pool, pool deck, garden, game zone, bar, and patio and events space. The ground-floor and rooftop bar/lounge areas would include ambient music. Any other music performed by another source (e.g., DJ) would occur indoors on the ground floor or within the enclosed areas on the rooftop, including the enclosed areas on the rooftop and event space. In general, ambient music is described as the type that is played to provide background sound while not interfering with normal speech communication. Normal speech at a distance of one meter is about 65 dBA L_{eq}, and music levels would not be much greater than that conversational level. The ground floor outdoor patio area would be shielded from the adjacent residential building by the proposed Project building. The evening and nighttime sound level measurements at the Project Site (see Table IV-15) showed that sound from the rooftop amenities at the adjacent Mama Shelter hotel to the east, which are similar to what is proposed for the Project are relatively low at nearby properties. As discerned during the noise measurements taken at the Project Site by Cadence Environmental Consultants, when walking farther away to the west and north of the Project Site, the sound from the adjacent Mama Shelter hotel's rooftop were not audible above the sound from the roadway traffic on Selma Avenue, Schrader Boulevard, and Wilcox Avenue.

Based on this information, operation of the proposed Project would not expose persons to or generate noise levels in excess of standards established by the City. Therefore, impacts would be less than significant and no mitigation measures are required.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. A significant impact may occur if a project were to generate excessive vibration during construction or operation. Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby, creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as ground-borne vibration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential

building damage, while RMS velocity in decibels (VdB) is typically more suitable for evaluating human response.

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB (the typical background vibration velocity level) to 100 VdB (the general threshold where minor damage can occur in fragile buildings).

Construction-Related Impacts

Excavation and construction activities that would occur at the Project Site have the potential to generate low levels of ground-borne vibration. The building to the adjacent west of the Project Site was constructed in 2000 of modern steel, concrete, and wood materials. As discussed under Question 5(a), above, the existing buildings to the adjacent south and east were constructed between 1926 and 1930, and both the Hollywood Citizen News Building and office structure to the south are considered to be historic resources under CEQA as they are both eligible for listing. Based on the criteria identified in Table IV-16 (Ground-borne Vibration Damage Potential Criteria), a significant structural ground-borne vibration impact could occur if the adjacent buildings to the south and east are exposed to vibration levels of 0.25 inches per second PPV.

Table IV-16
Ground-borne Vibration Damage Potential Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely Fragile Historic Buildings, Ruins, Ancient Monuments	0.12	0.08
Fragile Buildings	0.2	0.1
Historic and Some Old Buildings	0.5	0.25
Older Residential Structures	0.5	0.3
New Residential Structures	1.0	0.5
Modern Industrial/Commercial Buildings	2.0	0.5
Notes: PPV = peak particle velocity; in/sec = inches per second		
Source: Cadence Environmental Consultants, December 2016.		

Based on the criteria identified in Table IV-17 (Human Response to Levels of Ground-borne Vibration), the potential for nearby residents to be annoyed by ground-borne vibration would be significant if vibration levels reach 0.10 inches per second PPV.

Table IV-17
Human Response to Levels of Ground-borne Vibration

Human Response	Maximum PPV (in/sec)	
	Transient Sources[a]	Continuous/Frequent Intermittent Sources[b]
Barely Perceptible	0.04	0.01
Distinctly Perceptible	0.25	0.04

Table IV-17
Human Response to Levels of Ground-borne Vibration

Human Response	Maximum PPV (in/sec)	
	Transient Sources[a]	Continuous/Frequent Intermittent Sources[b]
Strongly Perceptible	0.9	0.1
Severe	2.0	0.4

Notes: PPV = peak particle velocity; in/sec = inches per second

[a] *Transient sources create a single, isolated vibration event, such as blasting or drop balls.*

[b] *Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.*

Source: Cadence Environmental Consultants, December 2016.

Table IV-18 (Vibration Levels for Typical Construction Equipment) identifies various vibration velocity levels for the types of construction equipment that would operate at the Project Site during construction.

Table IV-18
Vibration Levels for Typical Construction Equipment

Equipment	Reference PPV at 25 Feet
Large Bulldozer	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer	0.003

Source: Cadence Environmental Consultants, December 2016.

Based on the information presented in the above table, vibration levels could reach as high as approximately 0.089 inches per second PPV within 25 feet of the an operating large bulldozer. The maximum vibration level of 0.089 inches per second PPV would be below the thresholds of significance for both potential building damage and human annoyance. Therefore, the potential impacts associated with construction vibration would be less than significant and no mitigation measures are required.

Operational Impacts

The proposed Project does not include uses that are expected to generate measurable levels of ground-borne vibration during operation of the proposed Project. Therefore, the greatest regular source of Project-related ground-borne vibration would be from local trucks making deliveries to the Project Site and larger garbage trucks picking-up Project-related refuse material. The vibration levels associated with these trucks would be less than the levels associated with large construction equipment. Therefore, the operational impacts associated with ground-borne vibration would be less than significant at nearby sensitive uses and no mitigation measures are required.

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 a project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the project. As defined in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on noise levels from operations if the project causes the ambient noise level measured at the property line of affected uses that are shown in Table IV-19 (Community Noise Exposure) to increase by 3 dBA in

Community Noise Equivalent Level (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 a 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, this analysis addresses increases in on-site noise sources per the provisions of the LAMC, which establishes a L_{eq} standard of 5 dBA over ambient conditions.

Table IV-19
Community Noise Exposure

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.

Locations in the vicinity of the Project Site would experience a slight increase in noise resulting from the additional traffic generated by the proposed Project and the increased activity at the Project Site. According to the Traffic Report, the proposed Project would generate approximately 2,241 vehicle trips per day with 121 trips occurring during the AM peak traffic hour and 189 trips during the PM peak traffic hour after accounting for the internal trip capture and pass-by trips (see Table IV-26 below). The changes in future peak hour noise levels along the study-area roadway segments in the Project vicinity are identified in Table IV-20 (Project Peak Hour Roadway Noise Impacts).

Table IV-20
Project Peak Hour Roadway Noise Impacts

Roadway	Roadway Segment	Existing Traffic Volumes	Existing + Project Traffic	Increase in dBA L_{eq}	Significance Threshold	Significant Impact?
AM Peak Hour						
Selma Ave	east of Highland Ave.	346	366	0.2	5.0	No
	west of Wilcox Ave.	328	431	1.2	5.0	No
	east of Wilcox Ave.	180	221	0.9	5.0	No
	east of Cahuenga Bl.	188	203	0.3	5.0	No
Highland Ave	north of Selma Ave.	2,334	2,346	0.0	5.0	No
	south of Selma Ave.	2,514	2,522	0.0	5.0	No
Wilcox Ave	north of Selma Ave.	677	703	0.2	5.0	No
	south of Selma Ave.	659	695	0.2	5.0	No
Cahuenga Blvd	north of Selma Ave.	1,944	1,956	0.0	5.0	No
	south of Selma Ave.	1,876	1,888	0.0	5.0	No
PM Peak Hour						
Selma Ave	east of Highland Ave.	304	335	0.4	5.0	No
	west of Wilcox Ave.	415	576	1.4	5.0	No
	east of Wilcox Ave.	319	373	0.7	5.0	No
	east of Cahuenga Bl.	385	410	0.3	5.0	No
Highland Ave	north of Selma Ave.	2,318	2,336	0.0	5.0	No
	south of Selma Ave.	2,385	2,398	0.0	5.0	No
Wilcox Ave	north of Selma Ave.	861	902	0.2	5.0	No
	south of Selma Ave.	893	960	0.3	5.0	No
Cahuenga Blvd	north of Selma Ave.	1,727	1,745	0.0	5.0	No
	south of Selma Ave.	1,643	1,651	0.0	5.0	No

Note: Calculation data and results are provided in Appendix B to the noise report.
Source: Cadence Environmental Consultants, December 2016.

As shown, the traffic generated by the proposed Project would increase local noise levels by a maximum of 1.4 dBA L_{eq}, which would be imperceptible to people and would not exceed the applicable thresholds of significance for the affected existing land uses. Several locations would not experience any measurable increase in roadway noise levels with the proposed Project. Therefore, this impact would be less than significant and no mitigation measures are required.

With regard to noise levels generated at the Project Site, the proposed Project would result in the replacement of an existing surface parking lot with a new mixed-use building. The new building with transient units and guests amenities, including those that would be accessible to the public, constructed above a subterranean parking garage would be similar to the existing buildings around the site. There are a variety of recurrent (e.g., consumer electronics, intercom announcements) and non-recurrent activities (e.g., social gatherings) that would elevate the ambient noise levels to differing degrees. The noise levels generated at the Project Site would primarily affect the existing residences to the immediate west of the Project Site.

Noise levels associated with the proposed Project building would be largely restricted to indoor areas (unless a window is open), the ground-floor outdoor patio, the rooftop, and the parking garage areas. As discussed previously, ambient music could be played within the ground floor outdoor patio and rooftop areas through an installed and managed sound system. Any other music performed by another source (e.g., DJ) would occur indoors on the ground floor or within the enclosed areas on the rooftop, including the enclosed areas on the rooftop and event space. In general, ambient music is described as the type

that is played to provide background sound while not interfering with normal speech communication. Normal speech at a distance of one meter is about 65 dBA L_{eq}, so music levels would not be much greater than this level. The evening and nighttime sound level measurements at the Project Site (reference Table IV-15) showed that sound from the rooftop amenities at the adjacent Mama Shelter hotel to the east that are similar to what is proposed for the Project are relatively low at nearby properties. As discerned during the noise measurements taken at the Project Site by Cadence Environmental Consultants, when walking farther away to the west and north of the Project Site, the sound from the Mama Shelter hotel rooftop was not audible above the sound from the roadway traffic on Selma Avenue, Schrader Boulevard, and Wilcox Avenue. Based on the observations of the adjacent Mama Shelter hotel rooftop activities, the ambient music played within the outdoor area of the proposed Project building rooftop would not increase existing noise levels at the adjacent or nearby residential properties by three dBA or more. As such, the operational noise levels at the Project Site would not substantially increase ambient noise levels at the surrounding buildings and the operational noise impacts of the proposed Project would be less than significant. No mitigation measures are required.

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?

Less Than Significant Impact. A significant impact may occur if a proposed project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the project.

Noise levels during construction of the proposed Project may potentially reach as high as 80 dBA L_{eq} at the nearest sensitive receptors. When these peak construction noise levels are compared against the existing ambient noise levels at the Project Site of approximately 55 to 62 dBA L_{eq}, which would be similar to the noise levels in the immediate vicinity of the Project Site, an increase in daytime noise levels by more than 5 dBA would occur at the nearby sensitive uses due to their direct proximity to the Project Site. As such, a substantial temporary or periodic increase in ambient noise levels would occur at these nearby sensitive uses during construction of the proposed Project.

Although the proposed Project would potentially generate high noise levels during the construction period as a result of heavy machinery and equipment use, compliance with the noise regulations under Section 41.40 of the LAMC would ensure that nearby sensitive receptors are not exposed to excessive noise levels during construction. Therefore, with compliance with the noise regulations in Section 41.40 of the LAMC, which would not permit construction activities to occur during recognized sleep hours for residences, construction noise impacts would be reduced to a less than significant level 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 expose people residing or working in the project area to excessive noise levels?

No Impact. A project would have a significant impact if noise levels at a noise-sensitive use attributable to airport operations exceed 65 dBA CNEL and the project increases ambient noise levels by 1.5 dB CNEL or greater.

As discussed under Question 8(e), above, the nearest airport to the Project Site is the Bob Hope Airport, located approximately 6.6 miles to the north in the City of Burbank. The Project Site is not located within this airport's influence area or land use planning boundary, or any other airport's influence area. As such,

the Project would not expose people to excessive aircraft noise levels. Therefore, no impact would occur and no mitigation measures are required.

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. This question would apply to a project only if the project site were located in the vicinity of a private airstrip and would subject area residents and workers to substantial noise levels from aircraft operations.

As discussed under Question 8(f), above, the Project Site is not located in the vicinity of a private airstrip. Therefore, no impact would occur and no mitigation measures are required.

Cumulative Impacts

The focus of this cumulative impacts analysis is on the combined impact of the Project and the 139 related projects (see Section II.5 [Related Projects]) with respect to the topics listed in the noise analysis above, including construction noise, operational noise, vibration, etc. The cumulative impacts study area for noise is the extent of the related projects.

Development of the Project in conjunction with other related projects would result in an increase in construction-related and traffic-related noise as well as on-site stationary noise sources in the already urbanized Hollywood Community Plan area of the City. Of the 139 related projects within the vicinity of the Project Site, the nearest are the following:

- Related Project No. 28, a 225-room hotel located at 1541 Wilcox Avenue, approximately 53 feet to the southeast;
- Related Project No. 138, a 168-room hotel and 4,000-square-foot restaurant located on 1600 Schrader Boulevard, approximately 62 feet to the northwest across Selma Avenue;
- Related Project No. 139, a 114-room hotel and 10,600-square-foot restaurant located at 6421-6429 Selma Ave and 1600-1604 Wilcox Ave, approximately 240 feet to the northwest;
- Related Project No. 125, a 20,624-square-foot restaurant and 6,000-square-foot retail use located at 6421 Selma Avenue, approximately 356 feet to the east;
- Related Project No. 33, a 180-room hotel located at 6417 Selma Avenue, approximately 440 feet to the east;
- Related Project No. 93, a 69-room hotel, 1,500-square-foot office, and 700 square feet of other uses located at 1525 Cahuenga Boulevard, approximately 460 feet to the southeast; and
- Related Project No. 50, a 12,225-square-foot restaurant located at 6506 Hollywood Boulevard, approximately 560 feet to the north.

Construction-Related Cumulative Noise Impacts

The Project Applicant has no control over the timing or sequencing of the related projects that have been identified within the proposed Project study area. Therefore, any quantitative analysis that assumes multiple, concurrent construction projects would be entirely speculative. Construction-period noise and

ground-borne vibration for the proposed Project and each related project (that has not yet been built) would be localized. As discussed above, there are seven related projects within 560 feet of the Project Site. These projects could be under construction at the same time as the proposed Project. The simultaneous construction could affect noise-sensitive uses in the area. However, each development project would be subject to the noise regulations under Section 41.40 of the LAMC, which would ensure that nearby sensitive receptors are not exposed to excessive noise levels during construction. Therefore, the proposed Project would not contribute to significant short-term cumulative construction-related noise impacts in the immediate vicinity of the Project Site.

Operational Cumulative Noise Impacts

Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to the proposed Project and related projects within the study area. As such, cumulative traffic-generated noise impacts have been assessed based on the difference between existing traffic volumes and future traffic volumes with the proposed Project and cumulative development. The increases in roadway noise levels associated with cumulative development are identified in Table IV-21 (Cumulative Projects Peak Hour Roadway Noise Impacts) for the six roadway segments and peak hours where the proposed Project would have a measurable increase in noise levels (reference Table IV-20).

Table IV-21
Cumulative Projects Peak Hour Roadway Noise Impacts

Roadway	Roadway Segment	Existing Traffic Volumes	Cumulative Project Traffic	Increase in dBA L_{eq}	Significance Threshold	Significant Impact?
AM Peak Hour						
Selma Ave	east of Highland Ave.	346	526	1.8	5.0	No
	west of Wilcox Ave.	328	580	2.5	5.0	No
	east of Wilcox Ave.	180	366	3.1	5.0	No
	east of Cahuenga Bl.	188	379	3.0	5.0	No
Wilcox Ave	north of Selma Ave.	677	892	1.2	5.0	No
	south of Selma Ave.	659	884	1.3	5.0	No
PM Peak Hour						
Selma Ave	east of Highland Ave.	304	559	2.6	5.0	No
	west of Wilcox Ave.	415	798	2.8	5.0	No
	east of Wilcox Ave.	319	576	2.6	5.0	No
	east of Cahuenga Bl.	385	634	2.2	5.0	No
Wilcox Ave	north of Selma Ave.	861	1,150	1.3	5.0	No
	south of Selma Ave.	893	1,192	1.3	5.0	No

Note: Calculation data and results are provided in Appendix B to the noise report.
Source: Cadence Environmental Consultants, November 2016.

As shown in Table IV-21, the traffic generated by the proposed Project and cumulative development would increase local noise levels by a maximum of 3.1 dBA L_{eq}, which would not exceed the City's thresholds of significance. Therefore, this cumulative impact would be less than significant.

As with the localized construction-related noise impacts, all of the other related projects are located far enough away that on-site equipment at those locations would have no noise effect on the sensitive residential uses in close proximity to the proposed Project Site. On-site equipment at the proposed Project Site would similarly have no noise effect on any sensitive uses in close proximity to the related project sites. Therefore, the proposed Project would not contribute to cumulative noise impact associated with stationary and on-site operational noise sources.

13. POPULATION AND HOUSING

a) Would the project 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 a project were to locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing population growth that would otherwise not have occurred as rapidly or in as great a magnitude. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on population and housing growth shall be made considering:

- The degree to which a project would 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 project occupancy/buildout, and that would result in an adverse physical change in the environment;
- Whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and
- The extent to which growth would occur without implementation of the project.

The Project would involve the construction of a 8-story , 79,621 square foot mixed-use structure to include a212-guest-room hotel and 3,855 square feet of ground floor and 3,500 square feet of rooftop bars/lounges primarily for use by hotel guests but accessible to the public. Construction would result in increased employment opportunities in the construction industry. However, it is not likely that construction workers would relocate their households as a result of their employment associated with construction of the Project. The construction industry differs from other employment sectors in that many construction workers are highly specialized and move from job site to job site as dictated by the demand for their skills, and they remain at a job site for only the timeframe in which their specific skills are needed to complete a particular phase of the construction process. Furthermore, it is likely that the construction workers employed for the construction of the Project would be taken from the labor pool currently residing in or around the City. Therefore, the construction workers would not likely relocate their homes as a result of employment on the Project. No construction impact would occur and no mitigation measures are required.

Operation of the Project would generate approximately 90 full- and part-time jobs.[64] While new employment opportunities would be created with the Project, it is anticipated that most of the expected employees would be drawn from the existing labor force in the region and would not require the need to relocate or place a demand for housing in the area. It is possible that some of the future employees would be permanent residents to the area; however, it is unlikely that this growth would be substantial in the context of the growth forecasted for the City or the Hollywood Community Plan Area. Furthermore, the Project does not propose the extension of roads or other infrastructure and therefore, would not induce substantial population growth indirectly. Therefore, no operation impact would occur and no mitigation measures are required.

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[64] *79,621 square feet x 1.13 employees/1,000 square feet = 89.97 (Employee generation rate was derived from the Los Angeles Unified School District, Level 1 – Developer Fee Justification Study, March 2014, Table 12).*

The Project would also not require the extension of roadways or other infrastructure (e.g., water facilities, sewer facilities, electricity transmission lines, natural gas lines, etc.) into undeveloped areas. As a result, the development of the Project would not indirectly induce population growth. Therefore, no impact would occur and no mitigation measures are required.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact may occur if a project would result in the displacement of existing housing, necessitating construction of replacement housing elsewhere.

The Project Site is currently improved as a paved surface parking lot. The Project Site does not contain any existing housing, and as such, development of the Project would not displace any existing housing and would not require construction of replacement housing. Therefore, no impact would occur and no mitigation measures are required.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact could occur if a project would result in the displacement of existing residents, necessitating the construction of replacement housing elsewhere.

The Project Site is currently improved as a paved surface parking lot, and as such, no people would be displaced by development of the Project. Therefore, no impact would occur and no mitigation measures are required.

Cumulative Impacts

The focus of this cumulative impacts analysis is on the combined impact of the Project and the 139 related projects (see Section II.5 [Related Projects]) with respect to the topics listed in the population and house analysis above, including growth inducement, and housing and population displacement. The cumulative impacts study area for population and housing is the extent of the related projects.

Employment, housing, and population projections contained in the SCAG forecasts are based upon land uses designated in the General Plan. The related projects identified in Section II.5 (Related Projects) of this Initial Study and other potential development projects that may occur throughout the City of Los Angeles subregion are expected to be largely consistent with their respective General Plan land use designations. Furthermore, SCAG periodically updates its projections for the various subregions that comprise the SCAG region, which allows these projections to be revised to reflect land use and planning changes that have occurred since previous updates. Accordingly, the effects of cumulative growth within the City of Los Angeles subregion would be accommodated in SCAG forecasts over time and cumulative impacts with respect to employment, housing, and population growth would be less than significant.

14. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government 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 objective for any of the following public services:

a) Fire protection?

Less Than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, 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. LAFD considers fire protection services for a project to be 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.

Table IV-22 (Fire Stations Serving Project Site) lists the LAFD stations within 1.5 miles of the Project Site.

Table IV-22
Fire Stations Serving Project Site

	Fire Station No. 27	Fire Station No. 82	Fire Station No. 41
Address[a]	1327 N. Cole Avenue	5769 Hollywood Boulevard	1439 N. Gardner Street
Location from Project Site	0.4 mile southeast	1.0 mile northeast	1.4 miles west
Inventory[b]	• Task Force • Paramedic Rescue Ambulance • Basic Life Support Rescue Ambulance • Urban Search & Rescue • Headquarters for Battalion No. 5	• Engine • Paramedic Rescue Ambulance	• Engine • Paramedic Rescue Ambulance • Brush Patrol
Response Times (2015)[c]	EMS: 5:13 Non-EMS: 4:37	EMS: 5:05 Non-EMS: 5:38	EMS: 5:36 Non-EMS: 6:20

Notes: EMS = Emergency Medical Services

[a] *City of Los Angeles Department of City Planning, Fire and Police Stations Map, May 2015, website: http://planning.lacity.org/mapgallery/Image/Citywide/LAPD_LAFD.pdf, accessed: November 10, 2016.*

[b] *City of Los Angeles Fire Department, Fire Station Directory, March 2014*

[c] *From January through December, 2015. City of Los Angeles Fire Department, Fire Stat LA, website: http://www.lafd.org/fsla/stations-map, accessed November 10, 2016.*

Source (table): EcoTierra Consulting, November 2016

Under national standards set forth by the National Fire Protection Association which have been adopted by LAFD, the response time goal is six minutes to nearly all medical emergencies.[65] Thus, under LAFD criteria, all three stations are within the response time goals.

The adequacy of fire protection is also based upon the required fire flow, equipment access, and LAFD's safety requirements regarding needs and service for the area. The required fire flow necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. Pursuant to LAMC Section 57.507.3.1, City-established fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch (PSI) is to remain in the water system while the required gpm is flowing. The overall fire flow requirement for the Project's commercial development is 6,000-9,000 gpm from four to six fire hydrants flowing simultaneously with a residual water pressure of 20 PSI.[66] The adequacy of existing water pressure and availability in the area with respect to required fire flow would be confirmed by LAFD during the plan check review process. As part of the normal building permit process, the Project would be required to upgrade water service laterals, meters, and related devices, as applicable, in order to provide required fire flow; however, no new water facilities are anticipated. Moreover, such improvements would be conducted as part of the Project either on-site or off-site within the right-of-way, and as such, the construction activities would be temporary and not result in any significant environmental impacts.

Pursuant to LAMC Section 57.507.3.2, an approved fire hydrant must be located within 300 feet of all first story portions of any commercial building. The nearest fire hydrants to the Project Site are along the north side of Selma Avenue just west of Wilcox Avenue and just west of Schrader Boulevard. Combined, the entire Project Site is within 300 feet of these hydrants. Nonetheless, additional fire hydrants may be required, depending on the building design and LAFD requirements, as determined by LAFD; however, no new hydrants are anticipated. Such improvements would be conducted as part of the Project either on-site or off-site within the right-of-way under the City's B-Permit process. Construction activities to install any new pipes or pumping infrastructure would be temporary and in short duration and would not result in any significant environmental impacts.

Emergency vehicle access to the Project Site would continue to be provided from the local roadway (i.e., Selma Avenue). All improvements proposed would be in compliance with the Fire Code, including any additional access requirements of LAFD. Additionally, emergency access to the Project Site would be maintained at all times during both construction and operation of the Project.

Therefore, for the reasons stated above, impacts related to adequate proximity to a fire station, fire flow, fire hydrants, and emergency access would be less than significant and no mitigation measures are required.

Cumulative Impacts

The focus of this cumulative impacts analysis is on the combined impact of the Project and the 139 related projects (see Section II.5, [Related Projects]) with respect to the fire protection analysis above. The

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[65] *National Fire Protection Association, NFPA 1710: Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments, website: http://www.nfpa.org/codes-and-standards/document-information-pages?mode=code&code=1710&DocNum=1710, accessed: November 10, 2016.*

[66] *LAMC Section 57.507.3.1.*

cumulative impacts study area for fire protection is the extent of the related projects and the service area of Fire Station Nos. 27, 82, and 41.

Development of the Project in combination with the related projects would cumulatively increase the demand for fire protection services. Over time, LAFD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, trucks and engines, ambulances, other special apparatuses, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, LAFD's resource needs would be identified and monies allocated according to the priorities at the time. Any new or expanded fire station would be funded via existing mechanisms (e.g., property and sales taxes, government funding, and developer fees) to which the Project and cumulative growth would contribute. Moreover, all of the cumulative development would be reviewed by LAFD in order to ensure adequate fire flow capabilities and adequate emergency access. Compliance with LAFD, City Building Code, and Fire Code requirements related to fire safety, access, and fire flow would ensure that cumulative impacts to fire protection would be less than significant. Therefore, the cumulative impact on fire protection services would be less than significant.

b) Police protection?

Less Than Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project, necessitating a new or physically altered station. Based on the *LA CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on police protection shall be made considering the following factors:

- The population increase resulting from the proposed project, based on the net increase of residential units or square footage of non-residential floor area;
- The demand for police services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and
- Whether the project includes security and/or design features that would reduce the demand for police services.

The Project Site is served by the Hollywood Community Police Station, which is located at 1358 N. Wilcox Avenue, approximately 0.2 mile south from the Project Site.[67] The Hollywood Community Police Station covers 13.34 square miles and has 357 sworn officers and 30 civilian staff representing an officer-to-population ratio of 1:360.[68] No official standard has been set by the City with respect to officer-to-population ratio. The Hollywood Community Police Station is under the jurisdiction of LAPD's West Bureau. The Project Site is located in Reporting District 646.[69]

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[67] *City of Los Angeles Department of City Planning, Fire and Police Stations Map, May 2015, website: http://planning.lacity.org/mapgallery/Image/Citywide/LAPD_LAFD.pdf, accessed: November 10, 2016.*

[68] *Correspondence from Officer Christopher Gibson, Community Relations Section, Crime Prevention Unit, Los Angeles Police Department, dated December 12, 2016.*

[69] *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: November 10, 2016.*

Response time represents the period of time elapsed from the initiation of an assistance call to the appearance of a police unit at the scene. Calls for police assistance are prioritized based on the nature of the call. Unlike fire protection services, police units are most often in a mobile state; hence, actual distance between a headquarters facility and a given project site is of little relevance. Instead, the number of police officers out on the street is more directly related to the realized response time. LAPD has a preferred response time of seven minutes to emergency calls. The average response time to emergency calls for service for the Hollywood Community Police Station is approximately five minutes, which is below the LAPD preferred response time of seven minutes.[70]

Construction Impacts

Construction sites, if not properly managed, have the potential to attract criminal activity (such as trespassing, theft, and vandalism) and can become a distraction for local law enforcement from more pressing matters that require their attention. However, as required by the City as a regulatory compliance measure, the Project would employ construction safety features including erecting temporary fencing 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 deter trespassing, vandalism, short-cut attractions, potential criminal activity, and other nuisances. Therefore, potential impacts to police protection services during the construction would be less than significant and no mitigation measures are required.

Operation Impacts

Operation of the Project would increase the on-site population thereby generating a potential increase in the number of service calls to the Hollywood Community Police Station from the Project Site. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons would be anticipated to increase as a result of the increased on-site activity and increased traffic on adjacent streets and arterials. However, as required by the City as a regulatory compliance measure, the Project would implement principles of the City's Crime Prevention through Environmental Design Guidelines subject to the approval of LAPD prior to the issuance of building permits.[71] Specifically, the Project would include adequate and strategically positioned lighting to enhance public safety. Visually obstructed and infrequently accessed "dead zones" would be limited, and, where possible, security controlled to limit public access. The building and layout design of the Project would also include nighttime security lighting and secure parking facilities. Additionally, the continuous visible and non-visible presence of hotel guests and employees at all times of the day would provide a sense of security during evening and early morning hours. The Project's employees would be able to monitor suspicious activity at the building entry points. These preventative and proactive security measures would decrease the amount of service calls that LAPD would otherwise receive. In light of these features, it is anticipated that any increase in demands upon police protection services would be relatively low, and not necessitate the construction of a new police station, the construction of which may cause significant environmental impacts. Therefore, potential impacts to police protection services during the operation of the Project would be less than significant and no mitigation measures are required.

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[70] *Correspondence from Officer Christopher Gibson, Community Relations Section, Crime Prevention Unit, Los Angeles Police Department, dated December 12, 2016.*

[71] *City of Los Angeles Police Department, Crime Prevention Section, Design Out Crime Guidelines: Crime Prevention through Environmental Design, November 1997.*

Cumulative Impacts

The focus of this cumulative impacts analysis is on the combined impact of the Project and the 139 related projects (see Section II.5 [Related Projects]) with respect to the police protection analysis above. The cumulative impacts study area for police protection is the extent of the related projects and the service area of the Hollywood Community Police Station.

It is anticipated that the Project in combination with the related projects would increase the demand for police protection services. This cumulative increase in demand for police protection services would increase demand for additional LAPD staffing, equipment, and facilities over time. Similar to the Project, other projects served by LAPD would implement safety and security features according to LAPD recommendations. LAPD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, vehicles, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, LAPD's resource needs would be identified and monies allocated according to the priorities at the time. Any new or expanded police station would be funded via existing mechanisms (e.g., property and sales taxes, government funding, and developer fees) to which the Project and cumulative growth would contribute. Therefore, the cumulative impact on police protection services would be less than significant.

c) Schools?

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth, which could generate demand for school facilities that exceeds the capacity of the schools serving the project site. The Project is in an area that is currently served by several Los Angeles Unified School District (LAUSD) public schools, as well as several private schools and after-school programs.

The Project would demolish the existing surface parking lot and construct an 8-story 79,621 square foot mixed-use building to include a 212-guest-room hotel and 3,855 square feet of ground floor and 3,500 square feet of rooftop bars/lounges primarily for use by hotel guests but accessible to the public, which is estimated to generate approximately 90 full- and part-time employees.[72] According to LAUSD student generation rates, the Project would generate approximately 20 students.[73]

The following LAUSD schools currently serve the Project Site:

- Selma Avenue Elementary School (K-5), 6611 Selma Avenue (0.1 mile to the west)
- Hubert Howe Bancroft Middle School (6-8), 929 Las Palmas Avenue (0.8 mile to the southwest)
- Hollywood Senior High School (9-12), 1521 Highland Avenue (0.4 mile to the west)

To reduce any potential population growth impacts on public schools, the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction

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[72] *79,621 square feet x 1.13 employees/1,000 square feet = 89.97 (Employee generation rate was derived from the Los Angeles Unified School District, Level 1 – Developer Fee Justification Study, March 2014, Table 12).*

[73] *Based on 0.2247 students/employee (a by-grade breakdown is not provided for this generation rate): 90 x 0.2247 = 20.223. Source: Los Angeles Unified School District, Level 1 – Developer Fee Justification Study, March 2014, page 15.*

within the boundaries of the district for the purpose of funding the construction or reconstruction of facilities (pursuant to California Education Code Section 17620(a)(1)). The Developer Fee Justification Study for LAUSD was prepared to support the school district's levy of the fees authorized by Section 17620 of the California Education Code.[74] The Project would be required to pay the appropriate fees, based on the square footage, to LAUSD.

The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to mitigate a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits, and subdivisions. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA or other State or local law. Therefore, as payment of appropriate school fees to LAUSD is required by law and considered full mitigation, impacts would be less than significant and no mitigation measures are required.

Cumulative Impacts

The focus of this cumulative impacts analysis is on the combined impact of the Project and the 139 related projects (see Section II.5 [Related Projects]) with respect to the schools analysis above. The cumulative impacts study area for schools is the extent of the related projects and the attendance boundaries of the LAUSD schools that serve the Project Site (i.e., Selma Avenue Elementary School, Hubert Howe Bancroft Middle School, and Hollywood Senior High School).

As discussed above, payment of developer impact fees in accordance with SB 50 and pursuant to Section 65995 of the California Government Code would ensure that the impacts of the Project on school facilities would be less than significant. Similar to the Project, the related projects would be required to pay school fees to the appropriate school district wherein their site is located. The payment of school fees would fully mitigate any potential impacts to school facilities. Therefore, cumulative impacts would be less than significant.

d) Parks?

Less Than Significant Impact. For the purpose of this issue, 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. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on recreation and parks shall be made considering the following factors:

- The net population increase resulting from a project;
- The demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and a project's proportional contribution to the demand; and
- Whether a project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

[74] *Los Angeles Unified School District, Level 1 – Developer Fee Justification Study, March 2014.*

The City of Los Angeles Department of Recreation and Parks (LADRP) manages all municipal recreation and park facilities within the City. The following parks and recreational facilities are within two miles of the Project Site:[75]

- Selma Park, 6567 Selma Avenue (0.08 mile to the west)
- Yucca Park and Community Center, 6671 Yucca Street (0.35 mile to the northwest)
- De Longpre Park, 1350 Cherokee Avenue (0.36 mile to the southwest)
- Hollywood Recreation Center, 1122 Cole Avenue (0.6 mile to south)
- Dorothy & Benjamin Smith Park, 7020 Franklin Avenue (0.73 mile to the northwest)
- Runyon Canyon Park, 2000 Fuller Avenue (1 mile to the west)
- Seily Rodriguez Park, 5523 Lexington Avenue (1.31 miles to the southeast)
- Poinsetta Recreation Center, 7341 Willoughby Avenue (1.37 miles to the southwest)
- Wattles Gardens Park, 1850 North Curson Avenue (1.4 miles to the northwest)
- Lemon Grove Recreation Center, 4959 Lemon Grove Avenue (1.82 miles to the southeast)
- Burns Park, 4900 Beverly Boulevard (1.86 miles to the southeast)

As a proposed hotel land use, the Project would not significantly increase the residential population within the area and, thus, would be unlikely to increase demand for public parkland and recreational facilities. Additionally, the Project would offer on-site recreational amenities and facilities for guests, including rooftop bar/lounge and pool deck, as well as ground floor bar/lounge, courtyard, and paseo accessible to the public, which would reduce demand for park services by hotel guests. Therefore, impacts would be less than significant and no mitigation measures are required.

Cumulative Impacts

The focus of this cumulative impacts analysis is on the combined impact of the Project and the 139 related projects (see Section II.5 [Related Projects]) with respect to the parks analysis above. The cumulative impacts study area for parks and recreation is a two-mile radius from the Project Site, which includes the parks and recreational facilities listed above.

As discussed above, the Project would result in a less than significant impact on parks and recreational facilities. Related projects in the area, particularly those with residential components, would be required to pay Quimby Fees or Dwelling Unit Construction Tax, as appropriate to the projects' location and proposed uses. Moreover, the projects with residential components would be required to provide LAMC-required open space for residents generated by the projects. The payment of fees would fully mitigate any potential impacts to park and recreational facilities. Therefore, the cumulative impact would be less than significant.

e) Other public facilities?

Less Than Significant Impact. For the purpose of this issue, 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 a project site. Based on

[75] *City of Los Angeles Department of Recreation and Parks, Facility Locator, website: http://raponline.lacity.org/maplocator/index.cfm, accessed: November 10, 2016.*

the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on libraries shall be made considering the following factors:

- The net population increase resulting from a project;
- The demand for library services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to library services (renovation, expansion, addition or relocation) and the project's proportional contribution to the demand; and
- Whether a project includes features that would reduce the demand for library services (e.g., library facilities or direct financial support to the Los Angeles Public Library).

Los Angeles Public Library (LAPL) provides library services to the City. Libraries that currently serve the area include the following:

- Frances Howard Goldwyn – Hollywood Regional Library, 1623 Ivar Avenue (0.2 mile to the east)
- Will & Ariel Durant Branch Library, 7140 Sunset Boulevard (0.8 mile to the west)
- John C. Fremont Branch Library, 6121 Melrose Avenue (1.1 miles to the south)

The Project would generate approximately 90 full- and part-time jobs. The type of jobs associated with a hotel are typically filled by persons already residing in the vicinity of or within commuting distance of the workplace and not likely to relocate their households due to such employment opportunities. Further, the current and expected labor force may already be residents within the LAPL service area and not new to the entire system. Moreover, LAPL funding is now mandated under the City Charter to be funded from property taxes including those assessed against the Project, which would increase with the new development and be utilized for additional staff, books, computers, and other library materials. Therefore, no impacts to library facilities would occur and no mitigation measures are required.

In addition to libraries, roadway dedications are not anticipated to be required of the Project by the Bureau of Engineering. However, should roadway dedications be required as part of the Project permitting process, the Project is required to comply with the Bureau of Engineering. Therefore, no impacts would occur with respect to roadway dedications and no mitigation measures are required.

Cumulative Impacts

The focus of this cumulative impacts analysis is on the combined impact of the Project and the 139 related projects (see Section II.5, [Related Projects]) with respect to the libraries analysis above. The cumulative impacts study area for libraries is the extent of the related projects and the service area of the libraries serving the Project Site area.

The related projects within the City and with a residential component could generate additional residents who could increase the demand upon library services. However, library funding is now mandated under the City Charter to be funded from property taxes including those assessed against the Project, which would increase with new development. The Project as well as the related projects within the City would pay these taxes as applicable. Similarly, related projects within the City are expected to comply with the Bureau of Engineering regarding roadway dedications or improvements as part of that project's approval and permitting process. Therefore, the cumulative impact would be less than significant.

15. 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 a project would include substantial employment or population growth which could generate an increased demand for park or recreational facilities that would exceed the capacity of existing parks and causes premature deterioration of the park facilities.

The Project, a proposed 8-story, 79,621 square foot structure which would include a 212-guest-room hotel, would not significantly increase the residential population within the Project Site area, and thus, would not increase demand for public parkland based. The Project would generate approximately 90 full- and part-time jobs.[76] While new employment opportunities would be created with the Project, it is anticipated that most of the expected employees would be drawn from the existing labor force in the region and would not require the need to relocate or place a demand for housing in the area. Additionally, the proposed Project would offer on-site recreational amenities and facilities for guests, including rooftop bar, pool deck, and ground level bar/lounge, courtyard, and paseo which would be accessible to the public. Therefore, impacts would be less than significant with respect to the deterioration of park or recreational facilities and no mitigation measures are required.

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, the construction of which would have a significant adverse effect on the environment.

The Project does not include nor would it necessitate the construction of a park or recreational facility component, the construction of which could have an adverse environmental impact. Therefore, no impact would occur with respect to the construction or expansion of recreational facilities and no mitigation measures are required.

Cumulative Impacts

The focus of this cumulative impacts analysis is on the combined impact of the Project and the 139 related projects (see Section II.5 [Related Projects]) with respect to the recreational facilities analysis above. The cumulative impacts study area for recreational facilities is a two-mile radius from the Project Site.

The related projects that involve the development of residences would potentially result in an increase in residents in the area. In the absence of the related projects incorporating project-specific mitigation, cumulative development would potentially contribute to lowering the City's existing parkland-to-population ratio. However, the residential related projects would be required to pay Quimby and/or Dwelling Unit Tax, as appropriate, and could include on-site recreational amenities. Therefore, the cumulative impact would be less than significant.

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[76] *79,621 square feet x 1.13 employees/1,000 square feet = 89.97 (Employee generation rate was derived from the Los Angeles Unified School District, Level 1 – Developer Fee Justification Study, March 2014, Table 12).*

16. TRANSPORTATION/TRAFFIC

The following transportation and traffic analysis for the Project is based on the findings of the *Traffic Impact Study Hotel Development, located at 6516-6526 Selma Avenue in the City of Los Angeles,* prepared by Overland Traffic Consultants, Inc., in November 2016 ("Traffic Report"). The Traffic Report is available as Appendix F.1 to this IS/MND. LADOT issued an assessment report of the Traffic Report on December 6, 2016, accepting the findings of the Traffic Report, which is available as Appendix F.2 to this IS/MND.

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

Less Than Significant Impact. A significant impact could occur if a project were to result in substantial increases in traffic volumes in the vicinity of a project site such that the existing street capacity experiences a decrease in the existing volume to capacity ratios, or experiences increased traffic congestion exceeding LADOT's recommended level of service.

The Traffic Report presents an analysis of the potential traffic impacts created by the Project in the Hollywood Community Plan Area. All vehicular access to/from the Project would be from a driveway located on the south side of Selma Avenue west of Wilcox Avenue at the Project's west property line. The focus of the Traffic Report is to evaluate the traffic impact created by the change in land use and the increase in site-generated traffic volume. The analysis presented in the Traffic Report provides the information necessary to determine the significance of the traffic impacts created by the Project and whether traffic mitigation measures are required. Streets and intersections with low volumes of Project traffic were not included in the traffic analysis.

Methodology

The Traffic Report's impact analysis was conducted using the procedures set forth in the LADOT Traffic Studies Policies and Procedures (August 2014). As part of the Memorandum of Understanding, screening criteria for the nearby California Department of Transportation (Caltrans) facilities were evaluated according to the requirements set forth in the agreement between the City and Caltrans District 7 (Freeway Impact Analysis Procedures, renewed December 2015). The Memorandum of Understanding was approved by LADOT for the Traffic Report, which is included as Appendix H to the Traffic Report.

A total of seven study intersections were evaluated using LADOT Critical Movement Analysis (CMA) method. The CMA method uses a ratio of an intersection's traffic volume to its capacity for rating an intersection's congestion level. The highest combinations of conflicting traffic volume at an intersection are divided by the intersection capacity value. Intersection capacity represents the maximum volume of vehicles that have a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions. This volume-to-capacity (V/C) ratio provides an ideal means for quantifying intersection operating characteristics. For example, if an intersection has a V/C value of 0.70, the intersection is operating at 70 percent capacity with 30 percent unused capacity. Once the V/C ratio has been calculated, operating characteristics are assigned an LOS grade (e.g., A through F) to estimate the level of congestion and stability of the traffic flow. Any change to the intersection's peak hour operation condition caused by an increase/decrease in traffic volume is quantified (i.e., traffic impact) using this analysis method. Table IV-23 (Level of Service Definitions) details the definitions of the LOS grades.

Table IV-23
Level of Service Definitions

LOS	V/C Ratio	Operating Conditions
A	0.00-0.60	There are no cycles that are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.
B	>0.60-0.70	Stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted with platoons of vehicles.
C	>0.70-0.80	Stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait through more than one red signal indication, and back-ups may develop behind turning vehicles.
D	>0.80-0.90	A zone of increasing restriction, approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups.
E	>0.90-1.00	Represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).
F	>1.00	Represents jammed conditions. Back-ups from location downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions.

Source: Overland Traffic Consultants, November 2016.

The Traffic Report analyzed the following traffic conditions:

- Existing Traffic
- Existing Traffic + Project Traffic
- Existing Traffic + Project Traffic + Mitigation (if necessary)
- Future Traffic[77]
- Future Traffic + Related Projects[78]
- Future Traffic + Related Projects + Project Traffic
- Future Traffic + Related Projects + Project Traffic + Mitigation (if necessary)

According to the standards adopted by LADOT, a traffic impact is considered significant if the related increase in the V/C value equals or exceeds the thresholds shown in Table IV-24 (City of Los Angeles Significant Impact Criteria).

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[77] *Existing traffic plus ambient growth (additional 1 percent per year to account for potential growth).*

[78] *"Related Projects" includes the potential construction of the 139 other land development projects in the general vicinity of the Project Site (see Table II-3 [List of Related Projects] in Section II [Project Description]).*

Table IV-24
City of Los Angeles Significant Impact Criteria

LOS	Final V/C Value	Increase in V/C Value
C	0.701 – 0.800	+0.040
D	0.801 – 0.900	+0.020
E & F	>0.901	+0.010 or more

Note: No significant impacts occur at LOS A or LOS B because intersection operations are satisfactory and can accommodate additional traffic growth.
Source: Overland Traffic Consultants, November 2016.

The study intersections analyzed in the Traffic Report include the following. The locations and existing geometrics of these study intersections in relation to the Project Site are shown on Figure IV-1 (Study Intersections Lane Characteristics).

1. Selma Avenue and Highland Avenue
2. Wilcox Avenue and Hollywood Boulevard
3. Wilcox Avenue and Selma Avenue
4. Wilcox Avenue and Sunset Boulevard
5. Cahuenga Boulevard and Hollywood Boulevard
6. Cahuenga Boulevard and Selma Avenue
7. Cahuenga Boulevard and Sunset Boulevard

Project Traffic Characteristics

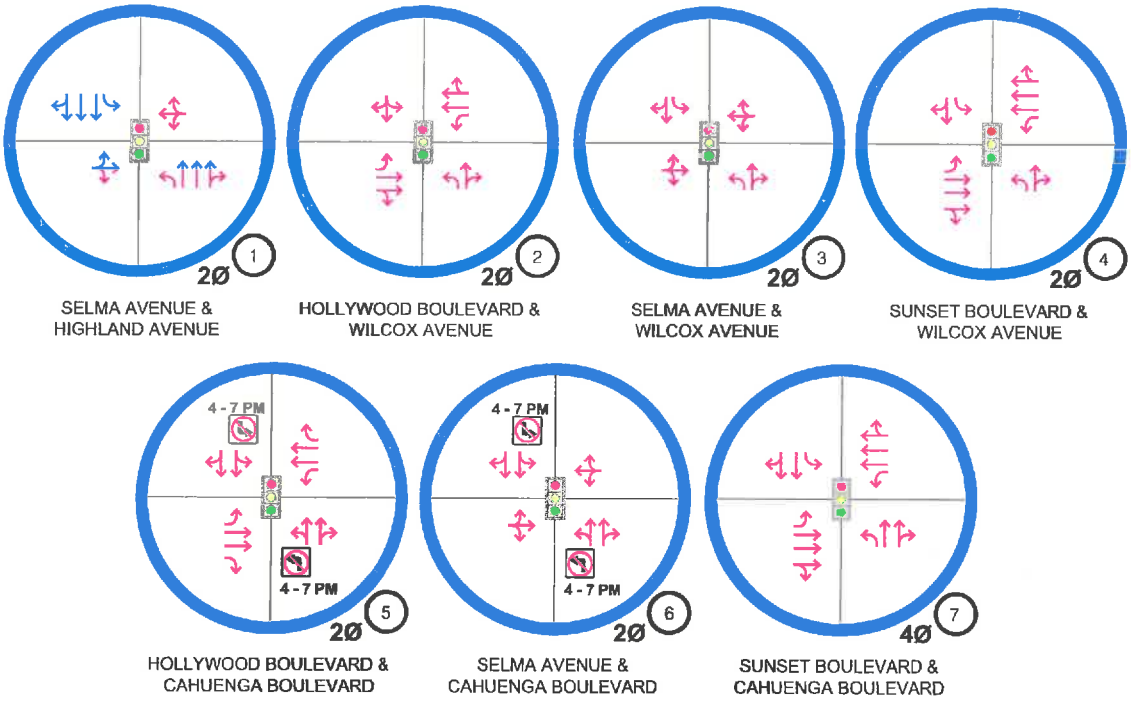
Trip Generation

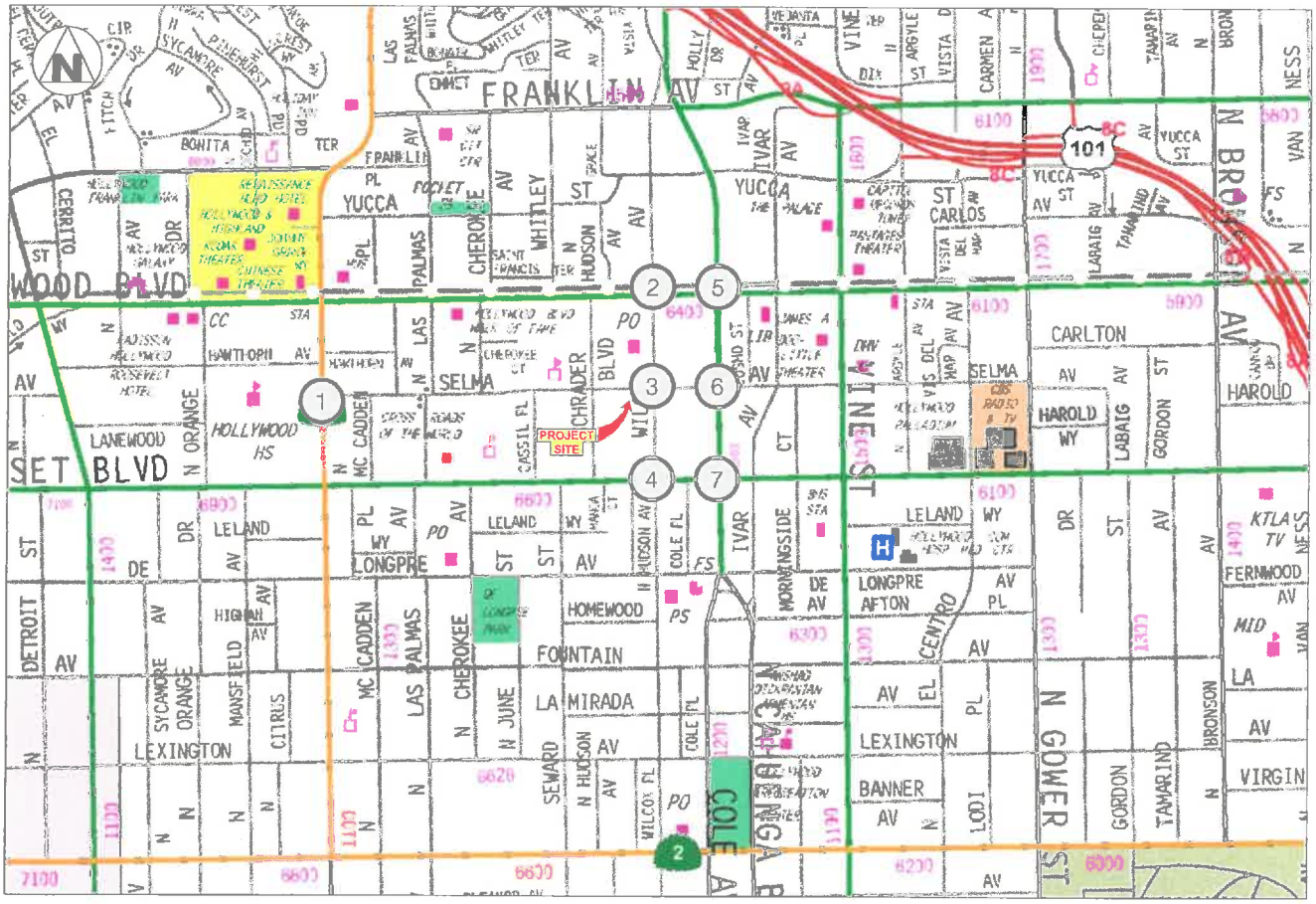
Trip-generating characteristics of the Project's proposed hotel use are shown in Table IV-25 (Trip Generation Rates). The trip generations are based on the Institute of Transportation Engineers' (ITE) Trip Generation Manual (9th Edition, 2012), which is the industry standards for estimating traffic generation for different land uses. These trip generation studies indicate that hotel, restaurant, and bar land uses generally exhibit the trip-making characteristics per hotel room and per 1,000 square feet for the restaurant as shown by the trip rate provided below in Table IV-25.

Table IV-25
Trip Generation Rates

Land Use	ITE Code	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Hotel	310	8.17	0.53	59%	41%	0.60	51%	49%
Quality Restaurant	931	89.95	0.81	55%	45%	7.49	67%	33%
Drinking Place	925	56.7	n/a	n/a	n/a	11.34	66%	34%
High Turnover Restaurant	932	127.15	10.81	55%	45%	9.85	60%	40%

Source: Overland Traffic Consultants, November 2016.





Source: Overland Traffic Consultants, Inc., November 2016.

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Figure IV-1
Study Intersection Lane Characteristics

Table IV-26 (Project Traffic Generation) provides the trip estimate for the proposed hotel, café, and lounge/bar. The outdoor café and ground floor indoor kitchen prep area was evaluated as a high turnover restaurant because breakfast items would be provided. A conservative estimate of the trip generation for the ground floor bar lounge areas and rooftop lounge/bar areas and the rooftop kitchen prep area was conducted using the higher quality restaurant land use for the daily and AM peak hour and the higher drinking place land use for the PM peak hour. The outdoor areas of the café and lounge/bar have been included in the Project trip generation to provide a conservative estimate of Project traffic.

The ITE trip generation rates does not include practices specific to the Project area. Patrons, employees or visitors who area already at a location but visit a provided venue within that same location are not creating new vehicle trips because they are already at the site. This movement is considered an internal trip. For instance, most of the patrons to the café would be existing guests to the hotel. An LADOT approved 80 percent trip reduction was incorporated into the analysis for this practice. In addition, the lobby, courtyard and rooftop bar lounges are provided for the guests of the hotel but open to the public. An LADOT approved 50 percent internal trip reduction was included in the analysis for the lounge/bars. Some visitors to the lobby-courtyard lounge/bar and rooftop lounge/bar may already be on the roadways system on their way to or from another main destination point. An LADOT approved 10 percent pass-by reduction was taken at the study intersections to reflect this phenomenon, except for Selma Avenue and Wilcox Avenue, and Sunset Boulevard and Wilcox Avenue which are Project adjacent and may require turning movements to access the property. The existing parking lot is not considered a destination point and therefore does not have vehicle trip credits.

Table IV-26
Project Traffic Generation

Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Hotel	212 room	1,732	112	66	46	127	65	62
Café with Prep Area	2,308 sf	293	25	14	11	23	14	9
Reduction for Internal Trips (80%)		*(235)*	*(20)*	*(11)*	*(9)*	*(18)*	*(11)*	*(7)*
Subtotal for Café		**58**	**5**	**3**	**2**	**5**	**3**	**2**
Lobby-Courtyard Lounge/Bar	5,305 sf	477	4	2	2	60	40	20
Reduction for Internal Trips (50%)		*(239)*	*(2)*	*(1)*	*(1)*	*(30)*	*(20)*	*(10)*
Reduction for Pass-by Trips (10%)		*(24)*	*(0)*	*(0)*	*(0)*	*(3)*	*(2)*	*(1)*
Subtotal for Lobby-Courtyard Lounge/Bar		**214**	**2**	**1**	**1**	**27**	**18**	**9**
Rooftop Bar/Lounge with Prep Area	5,843 sf	526	5	3	2	66	43	23
Reduction for Internal Trips (50%)		*263*	*2*	*2*	*1*	*33*	*22*	*11*
Reduction for Pass-by Trips (10%)		*26*	*0*	*0*	*0*	*3*	*2*	*1*
Subtotal for Rooftop Bar/Lounge		**237**	**3**	**1**	**1**	**30**	**19**	**11**
Total Proposed		**2,241**	**121**	**71**	**50**	**189**	**105**	**84**

Note: sf = square feet
Source: Overland Traffic Consultants, November 2016.

Trip Distribution and Assignment of Project Traffic

A primary factor affecting trip direction is the distribution of population and employment centers, which would generate trip origins and destinations. The estimated directional trip distribution is also based on the study area roadway network, traffic flow patterns in and out of this area of Hollywood, and consistency with previously approved traffic studies for Hollywood and the Project Site.

Figure IV-2 (Project Distribution Percentages) illustrates the estimated area-wide traffic distribution percentages. Figure IV-3 (Project Traffic Assignment Percentages) contains the estimated traffic percentages at the selected study intersections for the AM and PM peak hours. Using the traffic

assignment at each intersection and the estimated peak hour traffic volume as provided in Table IV-26, above, peak hour traffic volumes at each study location have been calculated and are shown in Figures IV-4 and IV-5 (Project Traffic Volume) for the AM and PM peak hours, respectively. This estimated assignment of the Project traffic flow provides the information necessary to analyze the potential traffic impacts generated by the Project at the study intersections.

Existing Transportation Setting

Freeways serving the Project are the Hollywood Freeway (US-101) approximately one mile east of the Project, Ventura Freeway (SR-134) approximately four miles north of the Project Site, and Santa Monica Freeway (I-10) approximately four and one half miles south of the Project Site. Project access to the Hollywood Freeway is provided at many ramp locations: at Hollywood Boulevard and Sunset Boulevard with north and south ramps, via Cahuenga Boulevard for north and southbound, at Argyle Avenue providing a northbound on-ramp and Vine Street providing a southbound off-ramp, and a southbound on-ramp and northbound off-ramp is also provided at Sunset Boulevard.

The Hollywood Freeway is the main north-south freeway in the study area that provides access between the San Fernando Valley, Hollywood, and downtown Los Angeles with an average traffic volume of 220,000 vehicles per day measured at Sunset Boulevard. Regionally, the Hollywood Freeway/Ventura Freeway (as it changes name north of Hollywood) provides access northerly through Ventura County and beyond. The Hollywood Freeway terminates southerly on the east end of downtown Los Angeles with connection to other regional freeways including the San Bernardino Freeway (I-10), Golden State Freeway (I-5) and Harbor Freeway (I-110). Major east-west streets providing access to the Project area in Hollywood include Hollywood Boulevard and Sunset Boulevard. Key north-south streets serving the study area include Highland Avenue, Cahuenga Boulevard, and Wilcox Avenue.

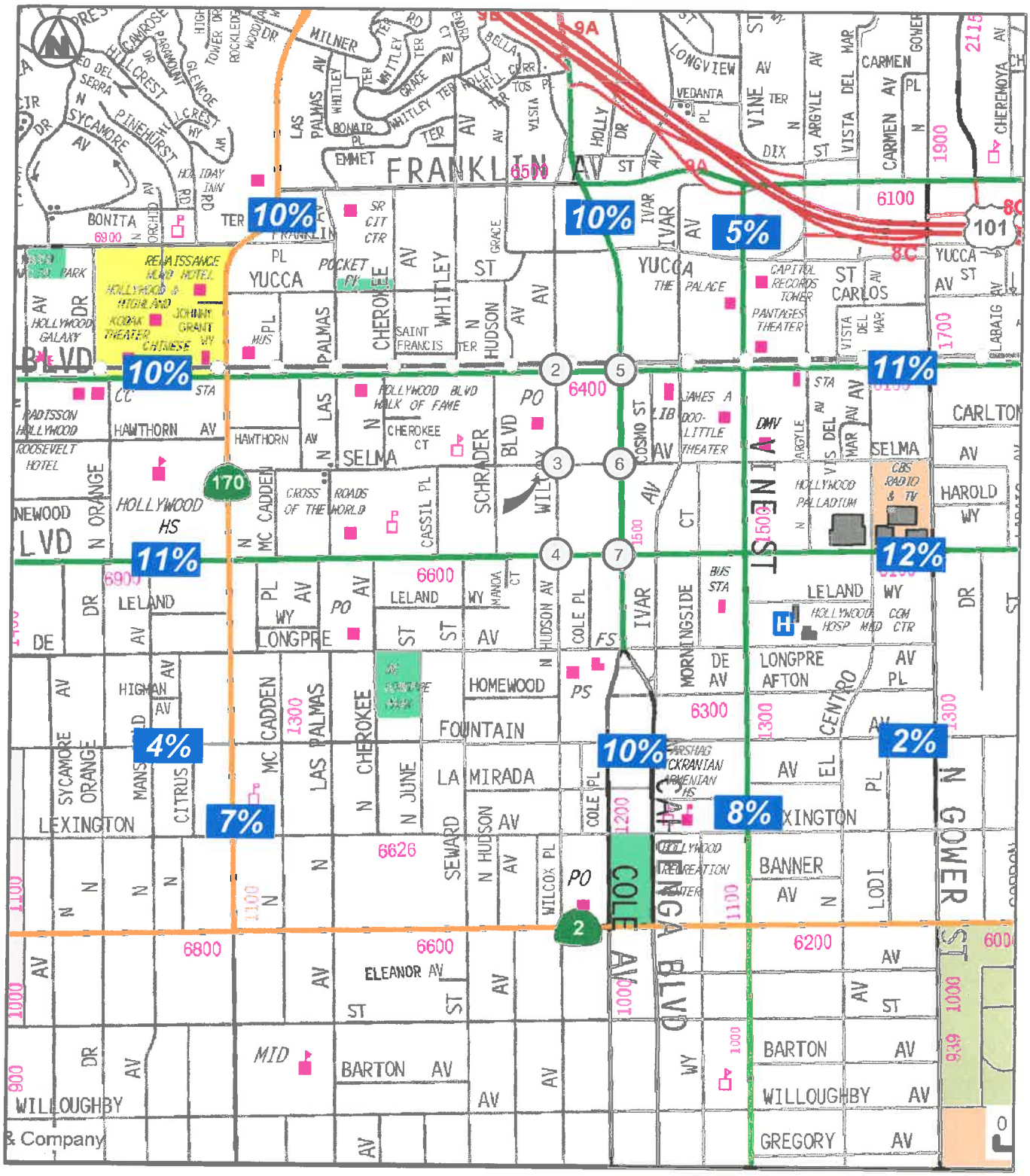
Hollywood Boulevard is designated as an east-west Avenue I roadway. The roadway provides two lanes in each direction in the Project vicinity with left-turn lanes at cross streets. One-hour metered parking is provided along both sides of Hollywood Boulevard from 8:00 AM to 6:00 PM. Parking is prohibited from 1:30 AM to 6:00 AM along portions of Hollywood Boulevard in the vicinity of the Project Site.

Sunset Boulevard is designated as an east-west Avenue I roadway with two lanes and left-turn lanes at cross streets. In the Project vicinity, the curb lanes in both the east and west direction are peak hour travel lanes (7:00 to 9:00 AM and 4:00 to 7:00 PM) and metered parking lanes during off-peak hours. One-hour metered parking is provided along Sunset Boulevard.

Highland Avenue is designated as a north-south Avenue I roadway. Three travel lanes in each direction are provided during peak periods from 7:00 to 9:00 AM and 3:00 to 7:00 PM.

Wilcox Avenue is a north-south modified Avenue III roadway with a roadway standard of 40 feet on 70 feet of right-of-way. This roadway provides one lane in each direction with a center left-turn lane. On-street parking is provided with 1-hour metered on-street parking between 8:00 AM to 6:00 PM.

Selma Avenue is an east-west local street with one lane in each direction between Highland Avenue and Gower Street. Two-hour metered on-street parking along the south side and 30 minutes along the north side in the vicinity of the Project Site. The Project's driveway is located on Selma Avenue west of Wilcox Avenue. Recent daily traffic counts on Selma Avenue west of Wilcox Avenue show traffic volume between 150 vehicles per hour (vph) to 250 vph westbound and eastbound during the peak hours. Per the Mobility Plan 2035 standards for local streets, no dedication or street widening would be required on Selma Avenue adjacent to the Project Site.



Source: Overland Traffic Consultants, Inc., November 2016.

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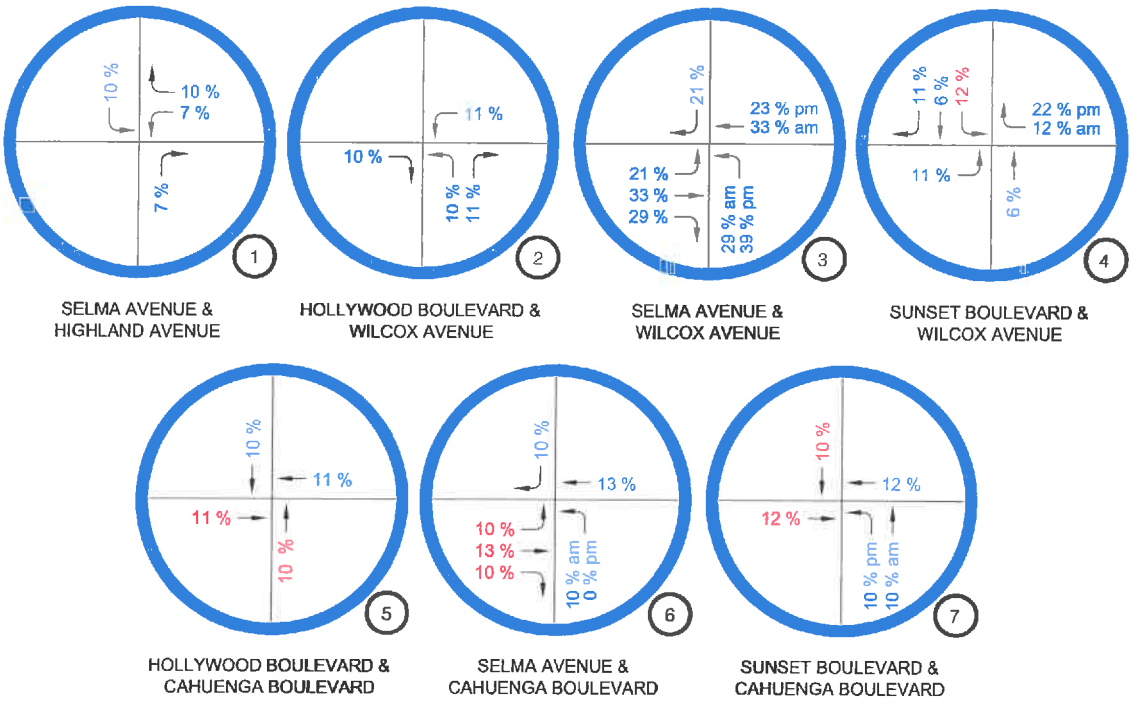
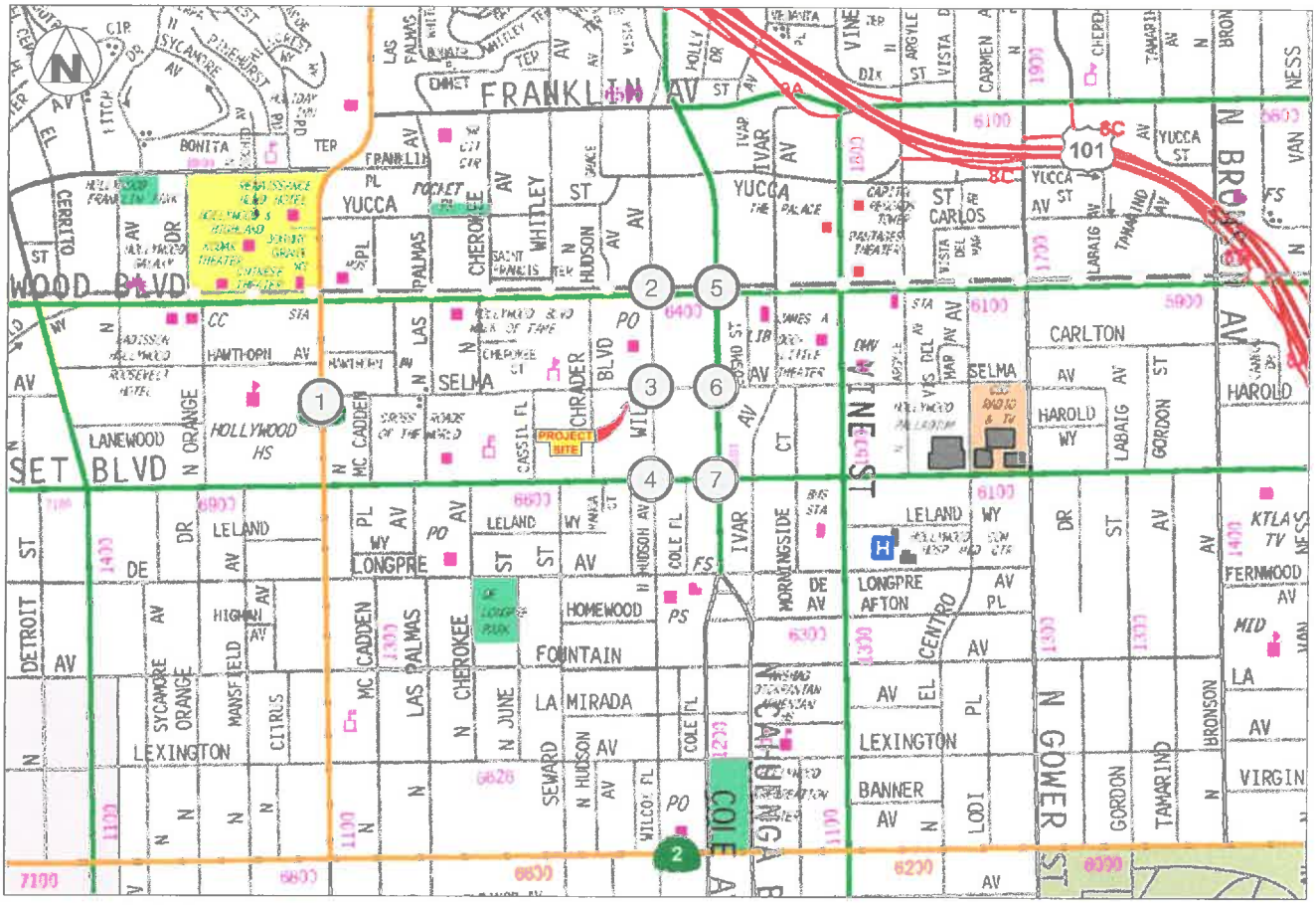
Figure IV-2
Project Distribution Percentages





Source: Overland Traffic Consultants, Inc., November 2016.

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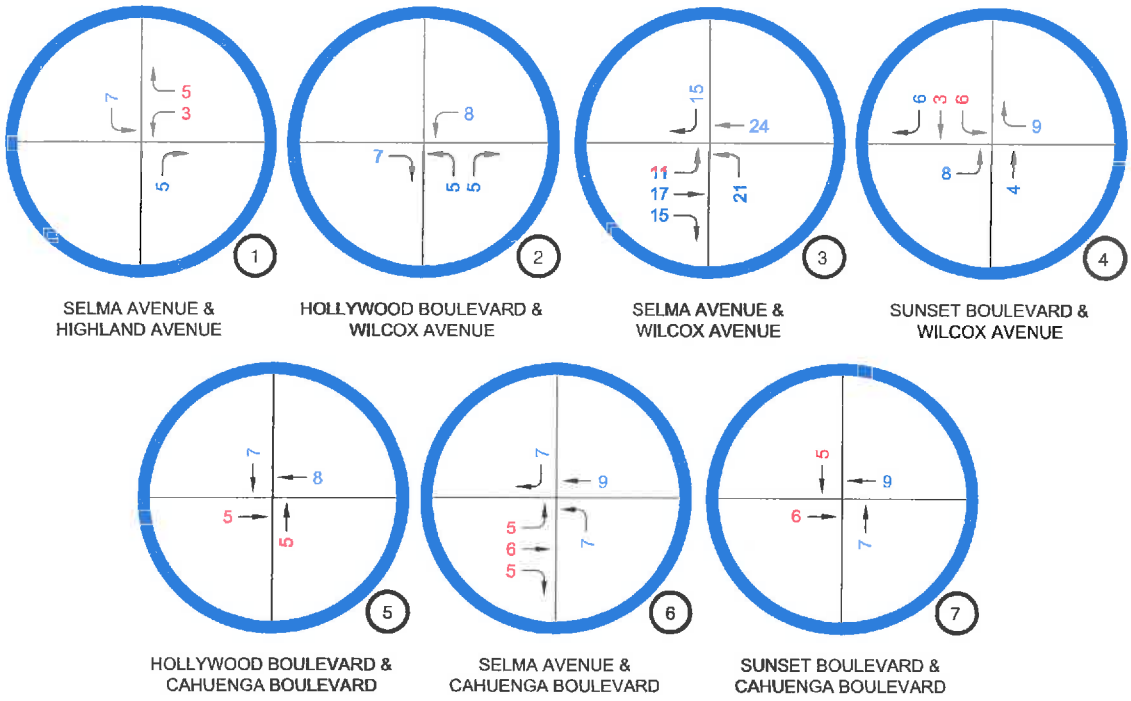
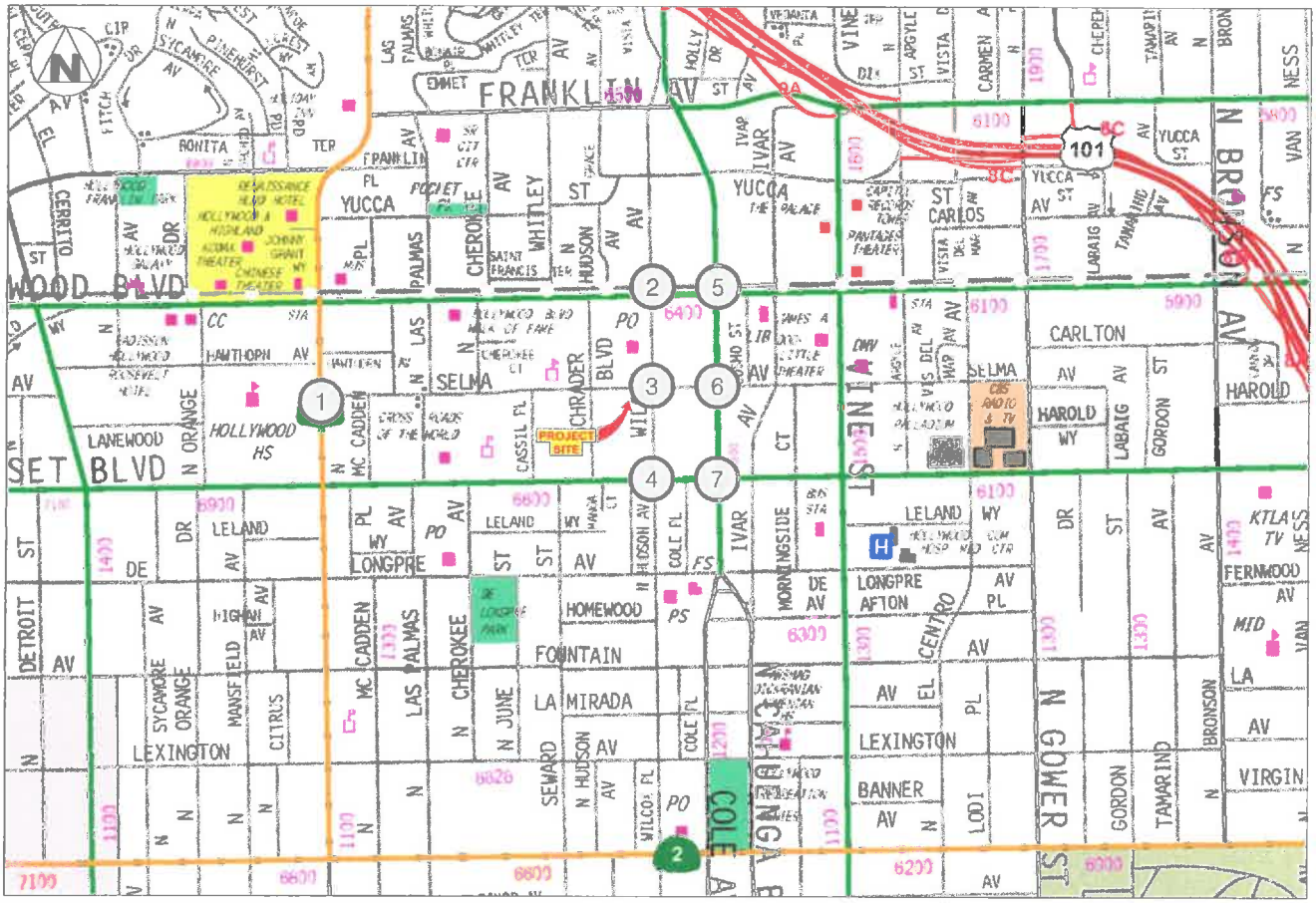
Figure IV-3
Project Traffic Assignment Percentages





Source: Overland Traffic Consultants, Inc., November 2016.

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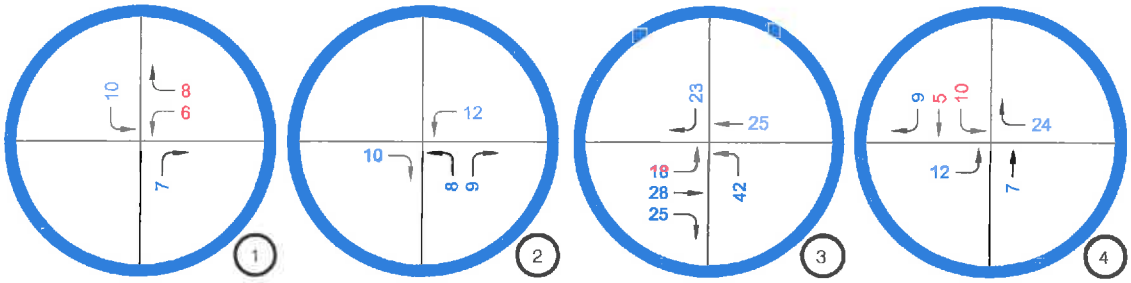
Figure IV-4
Project Traffic Volume – AM Peak Hour

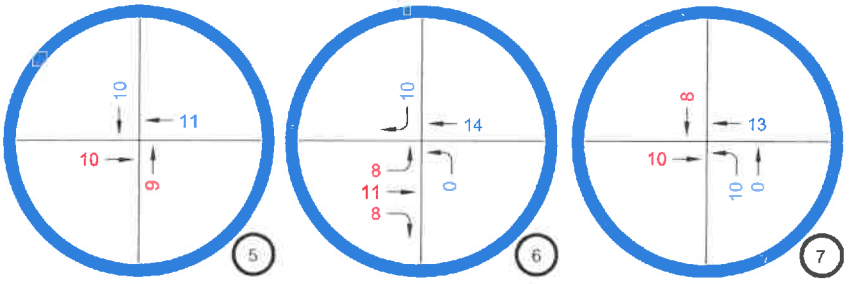


SELMA AVENUE & HIGHLAND AVENUE

HOLLYWOOD BOULEVARD & WILCOX AVENUE

SELMA AVENUE & WILCOX AVENUE

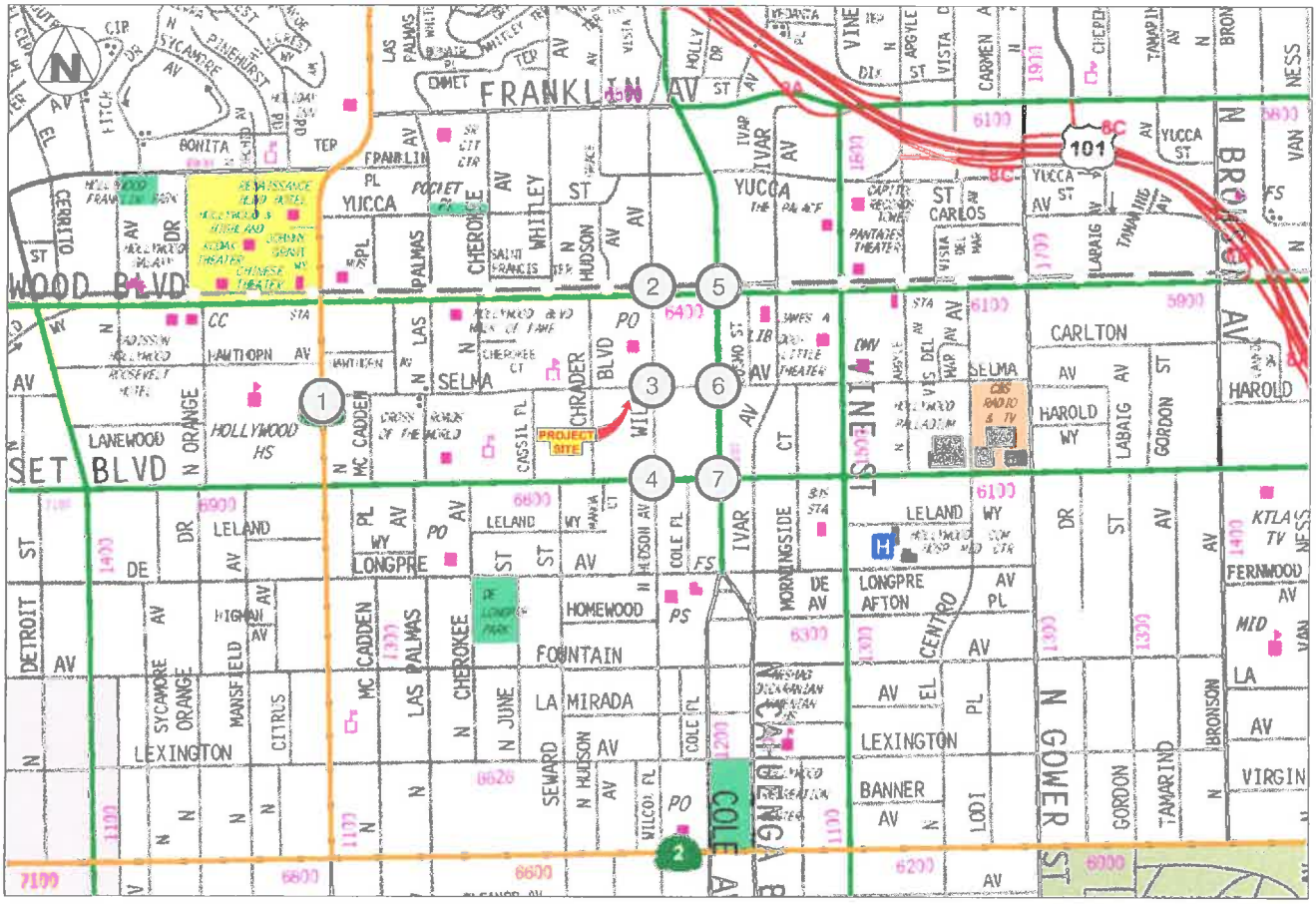
SUNSET BOULEVARD & WILCOX AVENUE



HOLLYWOOD BOULEVARD & CAHUENGA BOULEVARD

SELMA AVENUE & CAHUENGA BOULEVARD

SUNSET BOULEVARD & CAHUENGA BOULEVARD



Source: Overland Traffic Consultants, Inc., November 2016.

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Figure IV-5
Project Traffic Volume – PM Peak Hour

Traffic Conditions Analysis

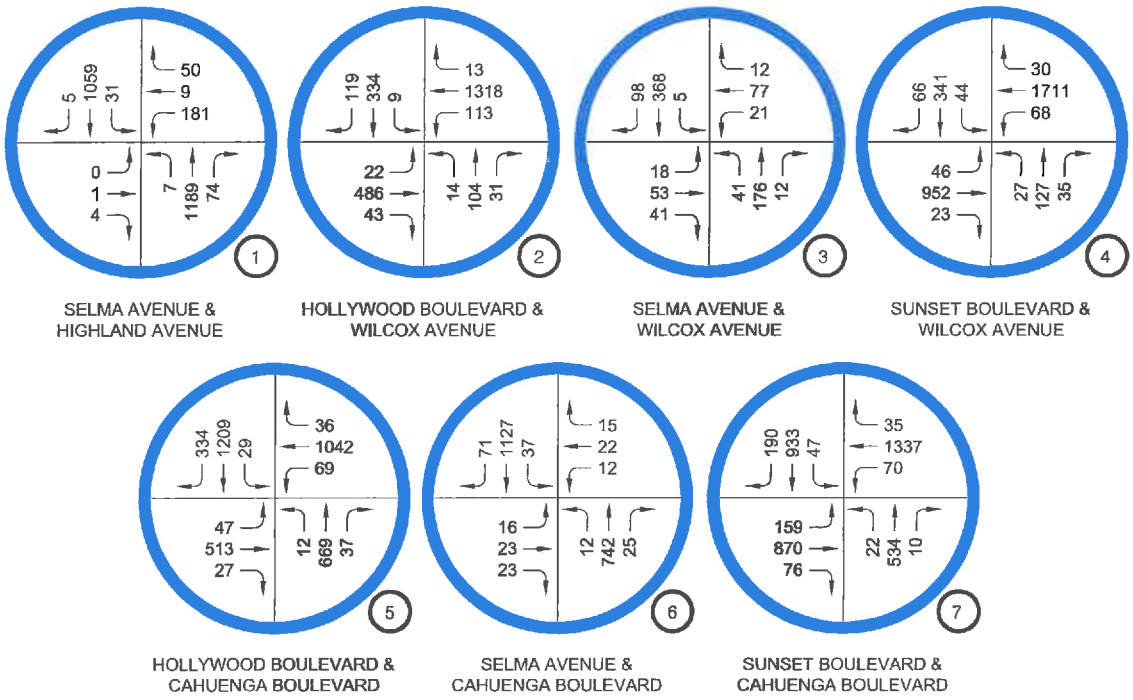
Existing Conditions

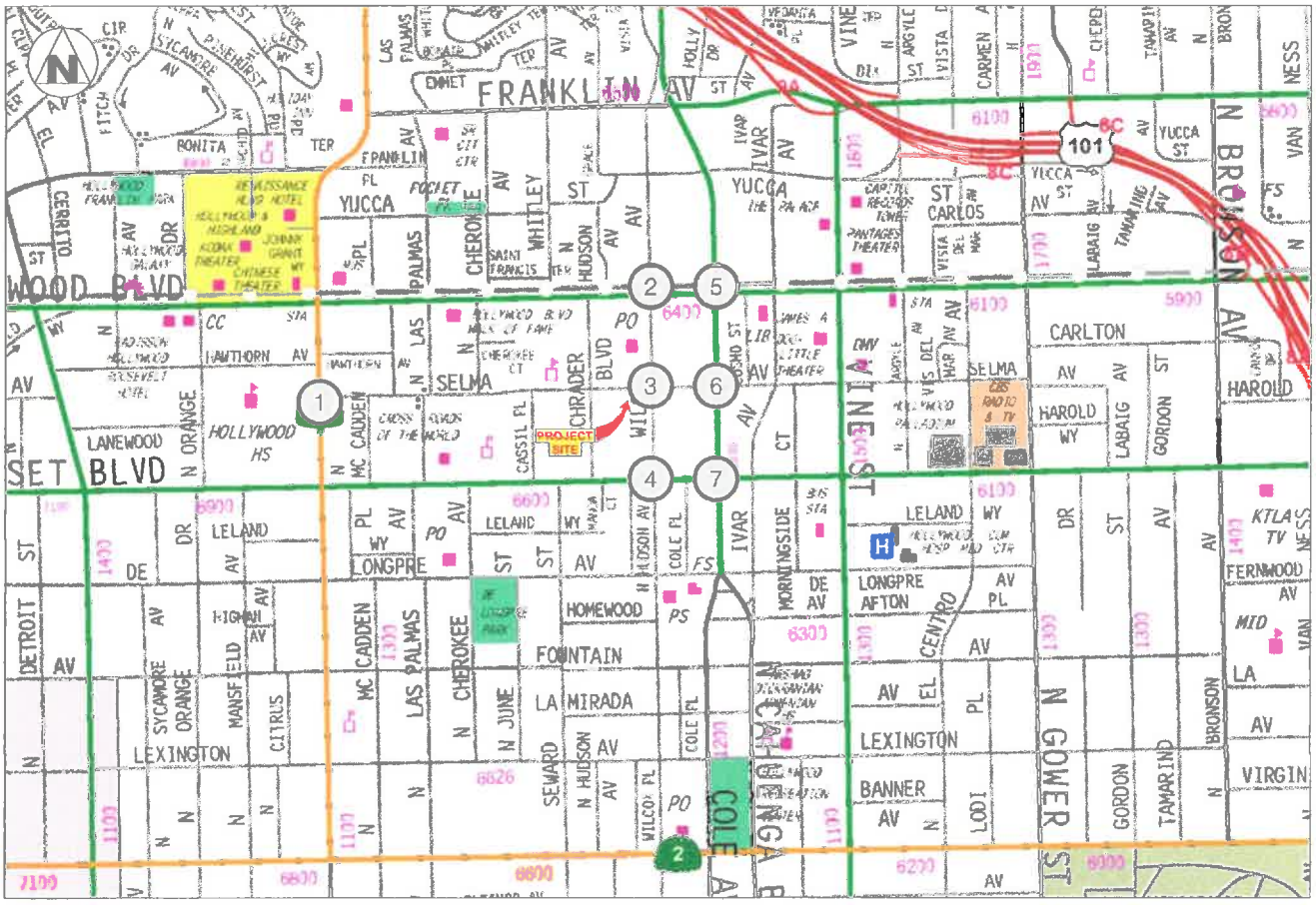
As mentioned above, the traffic condition analysis was conducted using the CMA method. By applying the CMA procedures to the intersection data, the V/C values and the corresponding LOS for existing traffic conditions were determined at the study intersections. Table IV-27 (Existing [2016] Conditions LOS), summarizes the LOS values at the study intersections. Data collection worksheets of the peak hour counts are contained in Appendix E to the Traffic Report. Figures IV-6 and IV-7 (Existing Traffic Volumes without Project) illustrate the traffic volumes in the AM and PM peak hours, respectively.

Table IV-27
Existing (2016) Conditions LOS

No.	Intersection	Peak Hour	Existing	
			CMA	LOS
1	Selma Avenue and Highland Avenue	AM	0.361	A
		PM	0.313	A
2	Wilcox Avenue and Hollywood Boulevard	AM	0.676	B
		PM	0.479	A
3	Wilcox Avenue and Selma Avenue	AM	0.327	A
		PM	0.409	A
4	Wilcox Avenue and Sunset Boulevard	AM	0.607	B
		PM	0.526	A
5	Cahuenga Boulevard and Hollywood Boulevard	AM	0.840	D
		PM	0.621	B
6	Cahuenga Boulevard and Selma Avenue	AM	0.406	A
		PM	0.413	A
7	Cahuenga Boulevard and Sunset Boulevard	AM	0.773	C
		PM	0.686	B

Source: Overland Traffic Consultants, November 2016.





Source: Overland Traffic Consultants, Inc., November 2016.

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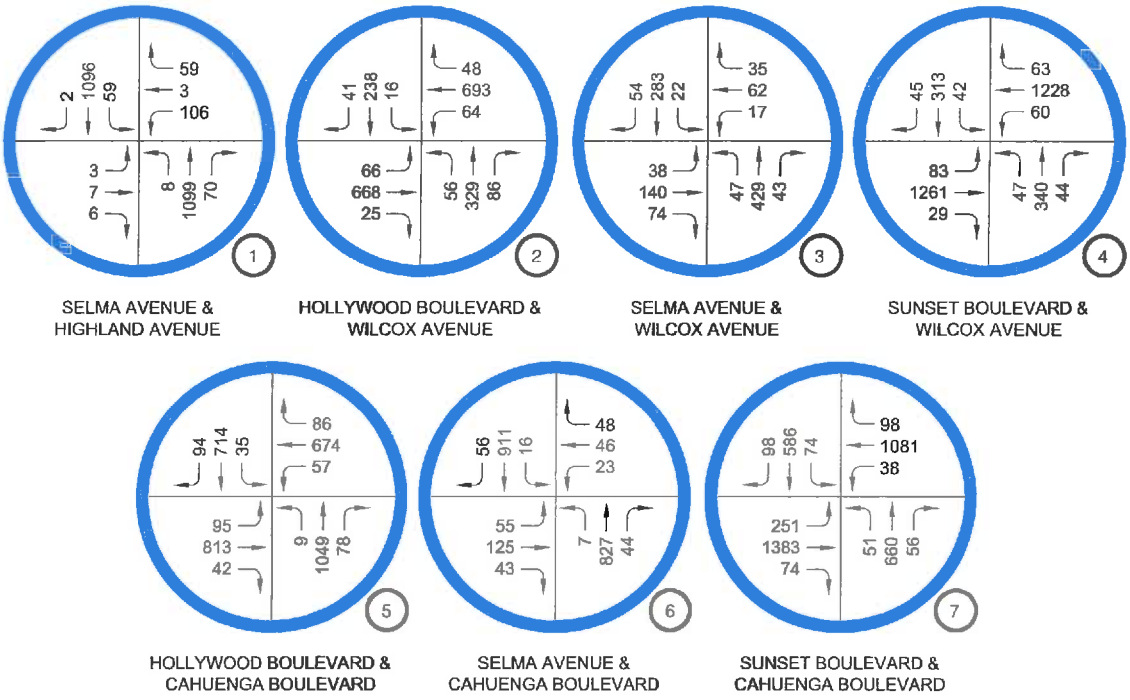
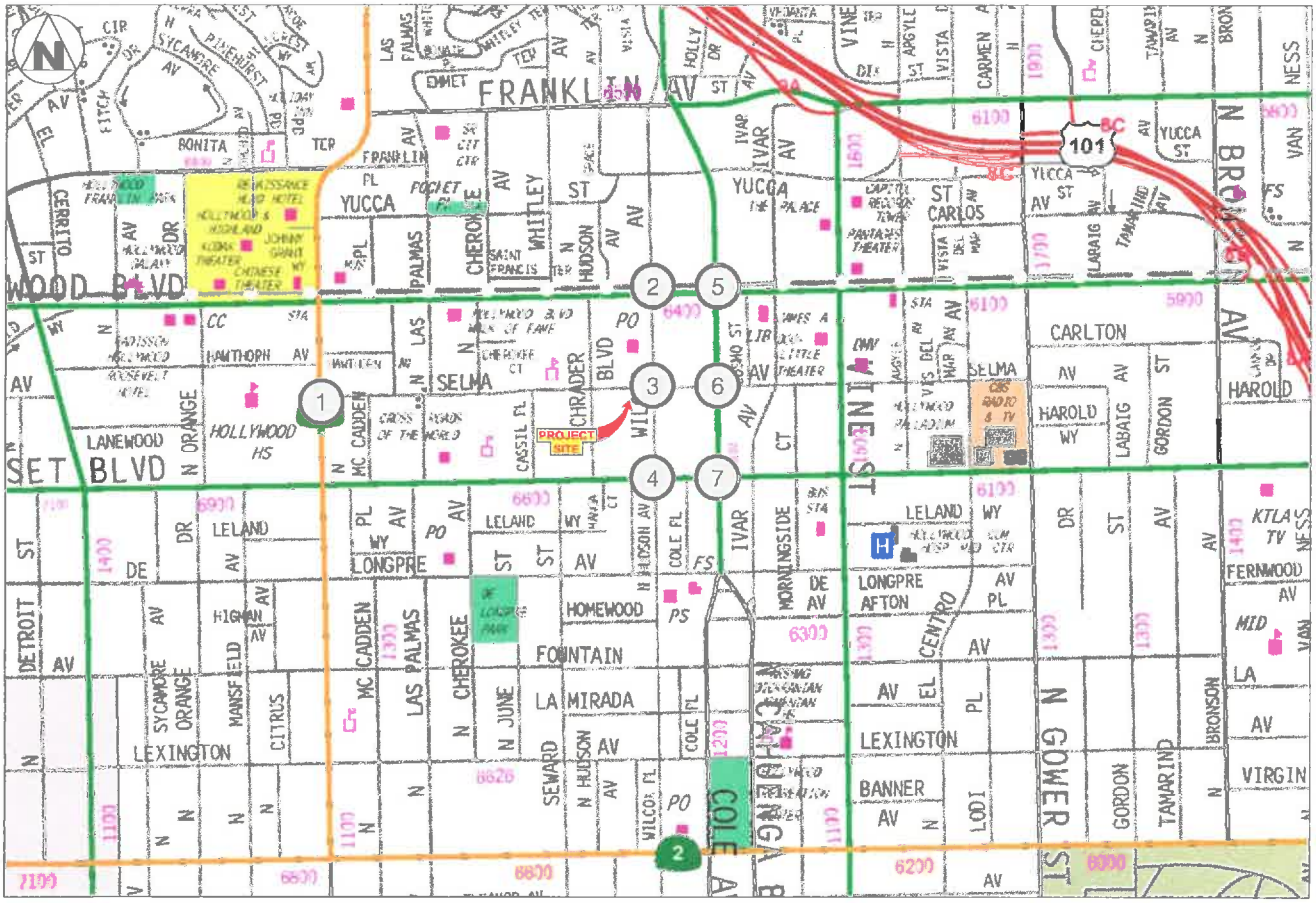
Figure IV-6
Existing Traffic Volume without Project – AM Peak Hour





Source: Overland Traffic Consultants, Inc., November 2016.

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Figure IV-7
Existing Traffic Volume without Project – PM Peak Hour

Existing + Project Conditions

The potential impact for existing plus Project traffic was conducted by adding the Project traffic to the existing traffic. The existing conditions and the existing plus Project conditions were compared to determine if the thresholds of significance in Table IV-24, above, were exceeded. Table IV-28 (Existing [2016] + Project Conditions LOS) summarizes the LOS values at the study intersections with Project traffic. As shown, the change in traffic flow generated by the Project would not exceed the City's impact thresholds at any of the seven study intersections. Existing plus Project peak hour traffic volumes are illustrated in Figures IV-8 and IV-9 (Existing Plus Project Traffic Volumes) for the AM and PM peak hours, respectively.

Table IV-28
Existing (2016) + Project Conditions LOS

No.	Intersection	Peak Hour	Existing		Existing + Project			Significant Impact?
			CMA	LOS	CMA	LOS	Change	
1	Selma Avenue and Highland Avenue	AM	0.361	A	0.373	A	+0.012	NO
		PM	0.313	A	0.331	A	+0.018	NO
2	Wilcox Avenue and Hollywood Boulevard	AM	0.676	B	0.679	B	+0.003	NO
		PM	0.479	A	0.485	A	+0.006	NO
3	Wilcox Avenue and Selma Avenue	AM	0.327	A	0.379	A	+0.052	NO
		PM	0.409	A	0.456	A	+0.047	NO
4	Wilcox Avenue and Sunset Boulevard	AM	0.607	B	0.620	B	+0.013	NO
		PM	0.526	A	0.551	A	+0.025	NO
5	Cahuenga Boulevard and Hollywood Boulevard	AM	0.840	D	0.845	D	+0.005	NO
		PM	0.621	B	0.627	B	+0.006	NO
6	Cahuenga Boulevard and Selma Avenue	AM	0.406	A	0.424	A	+0.018	NO
		PM	0.413	A	0.434	A	+0.021	NO
7	Cahuenga Boulevard and Sunset Boulevard	AM	0.773	C	0.781	C	+0.008	NO
		PM	0.683	B	0.685	B	+0.002	NO

Source: Overland Traffic Consultants, November 2016.

Future Conditions

Future traffic volume projections have been developed to analyze the traffic conditions after completion of other planned land developments, including the Project. As noted above, the future conditions include existing conditions plus ambient growth (with and without related projects) and existing conditions plus ambient growth plus related projects (with and without the Project). The potential traffic growth in the future at the study intersections has been determined by adding the existing traffic volume, ambient traffic growth of one percent per year, and traffic from the other related projects. The related projects information was obtained from LADOT. It should be noted that the Project, or any actions taken by the City regarding the Project, does not have a direct bearing on the related projects. The location of the related projects are shown in Figure II-26 (Location of Related Projects), and the detailed list of related projects are shown in Table II-3 (List of Related Project); both the figure and table are in Section II (Project Description) of this IS/MND. Appendix G in the Traffic Report contains the related projects' traffic flow maps for the AM and PM peak hours. Furthermore, Table 8 in the 2016 Traffic Report lists the potential net increase in traffic from the related projects.

Table IV-29 (Future [2018] Conditions LOS) summarizes the traffic conditions created by ambient growth plus the related projects (without the Project) and compares the estimated future traffic conditions with the existing conditions. Figures IV-10 and IV-11 (Future Traffic Volumes without Project) illustrate the

future cumulative peak hour traffic volumes without the Project in the AM peak hour and PM peak hour, respectively.

Table IV-29
Future (2018) Conditions LOS

No.	Intersection	Peak Hour	Existing		Future without Project		
			CMA	LOS	CMA	LOS	Growth
1	Selma Avenue and Highland Avenue	AM	0.361	A	0.521	A	+0.160
		PM	0.313	A	0.523	A	+0.210
2	Wilcox Avenue and Hollywood Boulevard	AM	0.676	B	0.959	E	+0.283
		PM	0.479	A	0.783	D	+0.304
3	Wilcox Avenue and Selma Avenue	AM	0.327	A	0.439	A	+0.112
		PM	0.409	A	0.560	A	+0.151
4	Wilcox Avenue and Sunset Boulevard	AM	0.607	B	0.803	D	+0.196
		PM	0.526	A	0.774	C	+0.248
5	Cahuenga Boulevard and Hollywood Boulevard	AM	0.840	D	1.163	F	+0.323
		PM	0.621	B	1.105	F	+0.484
6	Cahuenga Boulevard and Selma Avenue	AM	0.406	A	0.695	C	+0.289
		PM	0.413	A	0.739	C	+0.326
7	Cahuenga Boulevard and Sunset Boulevard	AM	0.773	C	1.056	F	+0.283
		PM	0.683	B	1.068	F	+0.385

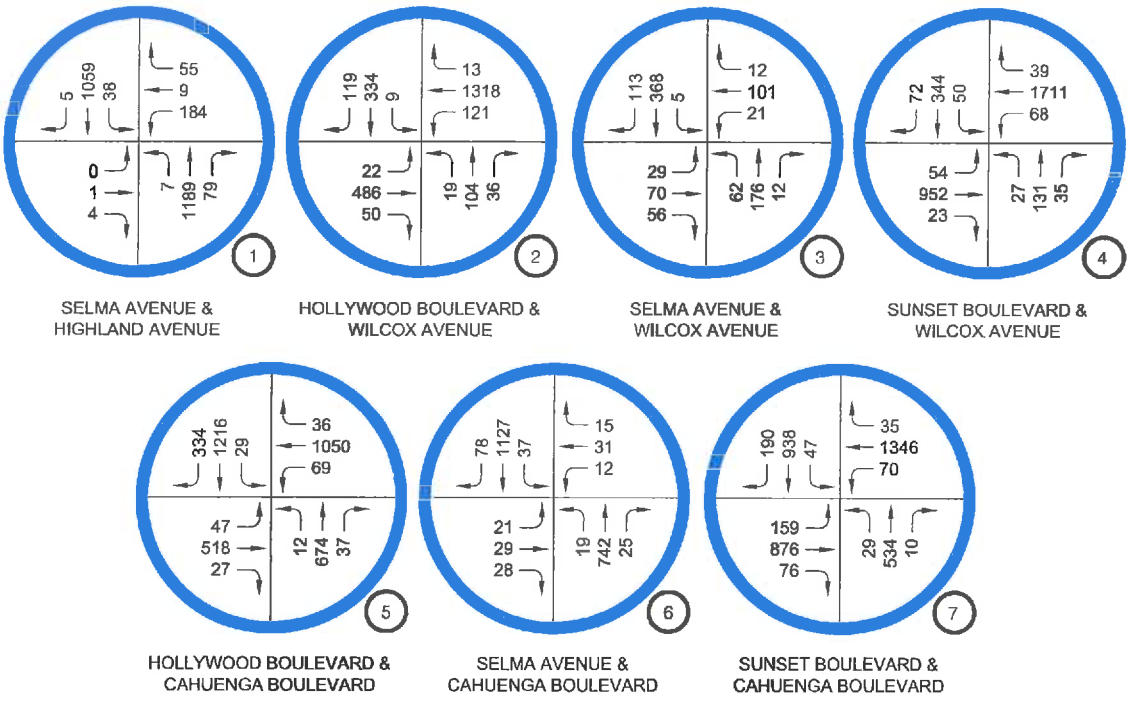
Source: Overland Traffic Consultants, November 2016.

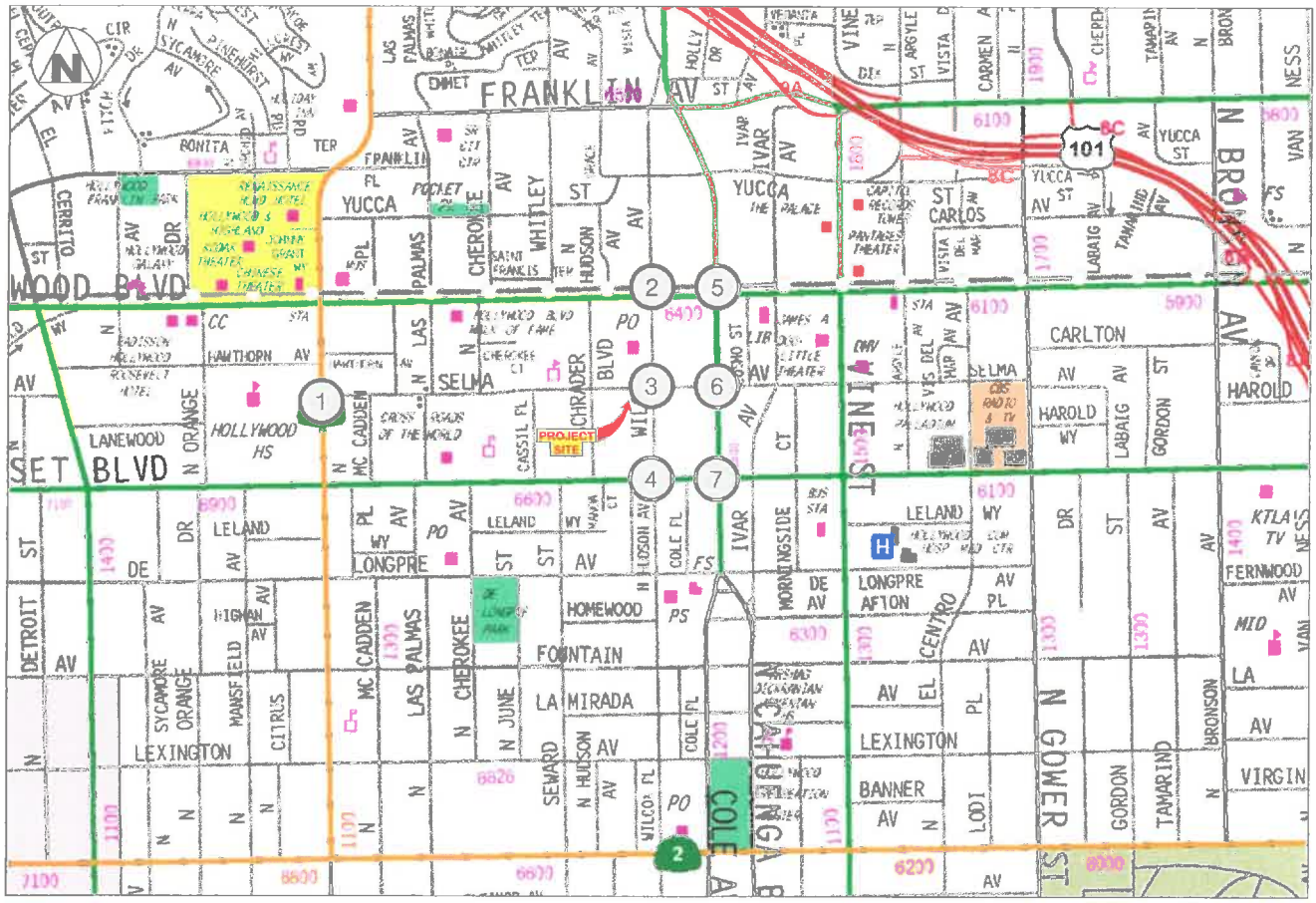
The future conditions and the estimated Project traffic volume were compared to determine if the thresholds of significance in Table IV-24, above, were exceeded. Table IV-30 (Future [2018] + Project Conditions LOS) summarizes the future traffic conditions with the estimated traffic volume that would be added by the Project. Figures IV-12 and IV-13 (Future Plus Project Traffic Volumes) illustrate the future cumulative peak hour traffic volumes with the Project in the AM peak hour and PM peak hour, respectively. As shown, none of the study intersections are significantly impacted by the Project traffic volume using the impact criteria established by LADOT.

Table IV-30
Future (2018) + Project Conditions LOS

No.	Intersection	Peak Hour	Future		Future + Project			Significant Impact?
			CMA	LOS	CMA	LOS	Change	
1	Selma Avenue and Highland Avenue	AM	0.521	A	0.532	A	+0.011	NO
		PM	0.523	A	0.541	A	+0.018	NO
2	Wilcox Avenue and Hollywood Boulevard	AM	0.959	E	0.962	E	+0.003	NO
		PM	0.783	D	0.791	C	+0.008	NO
3	Wilcox Avenue and Selma Avenue	AM	0.439	A	0.486	A	+0.047	NO
		PM	0.560	A	0.607	B	+0.047	NO
4	Wilcox Avenue and Sunset Boulevard	AM	0.803	D	0.816	D	+0.013	NO
		PM	0.774	C	0.799	C	+0.025	NO
5	Cahuenga Boulevard and Hollywood Boulevard	AM	1.163	F	1.168	F	+0.005	NO
		PM	1.105	F	1.111	F	+0.006	NO
6	Cahuenga Boulevard and Selma Avenue	AM	0.695	C	0.713	C	+0.018	NO
		PM	0.739	C	0.760	C	+0.021	NO
7	Cahuenga Boulevard and Sunset Boulevard	AM	1.056	F	1.065	F	+0.009	NO
		PM	1.068	F	1.071	F	+0.003	NO

Source: Overland Traffic Consultants, November 2016.

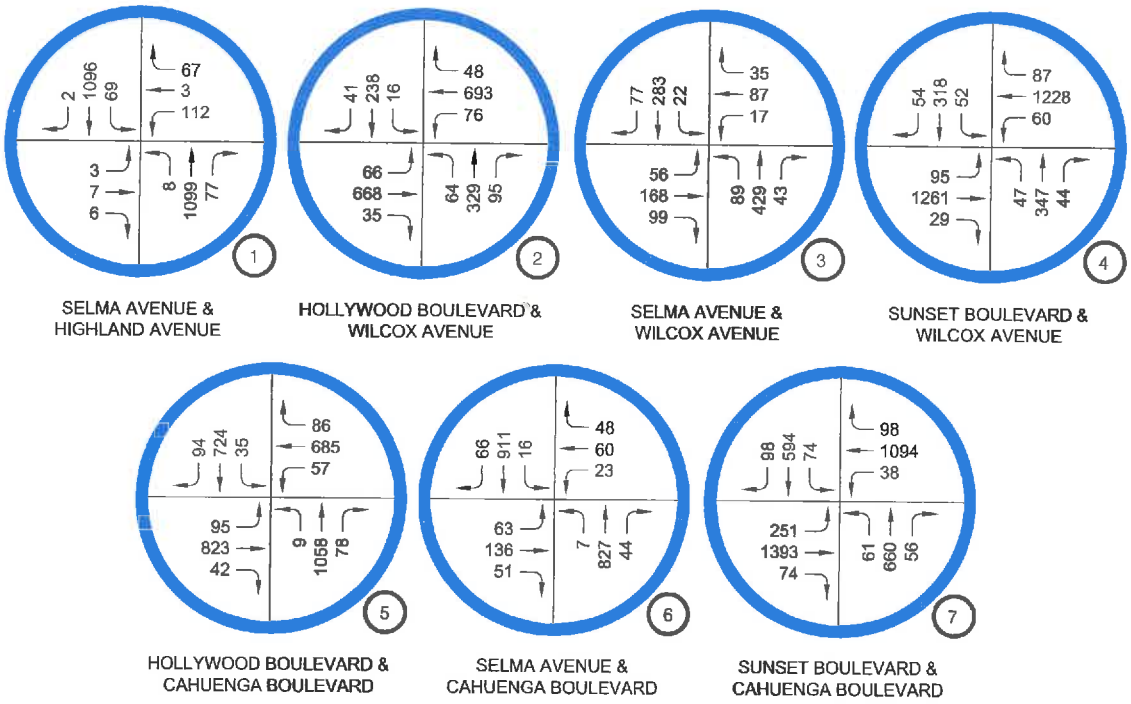


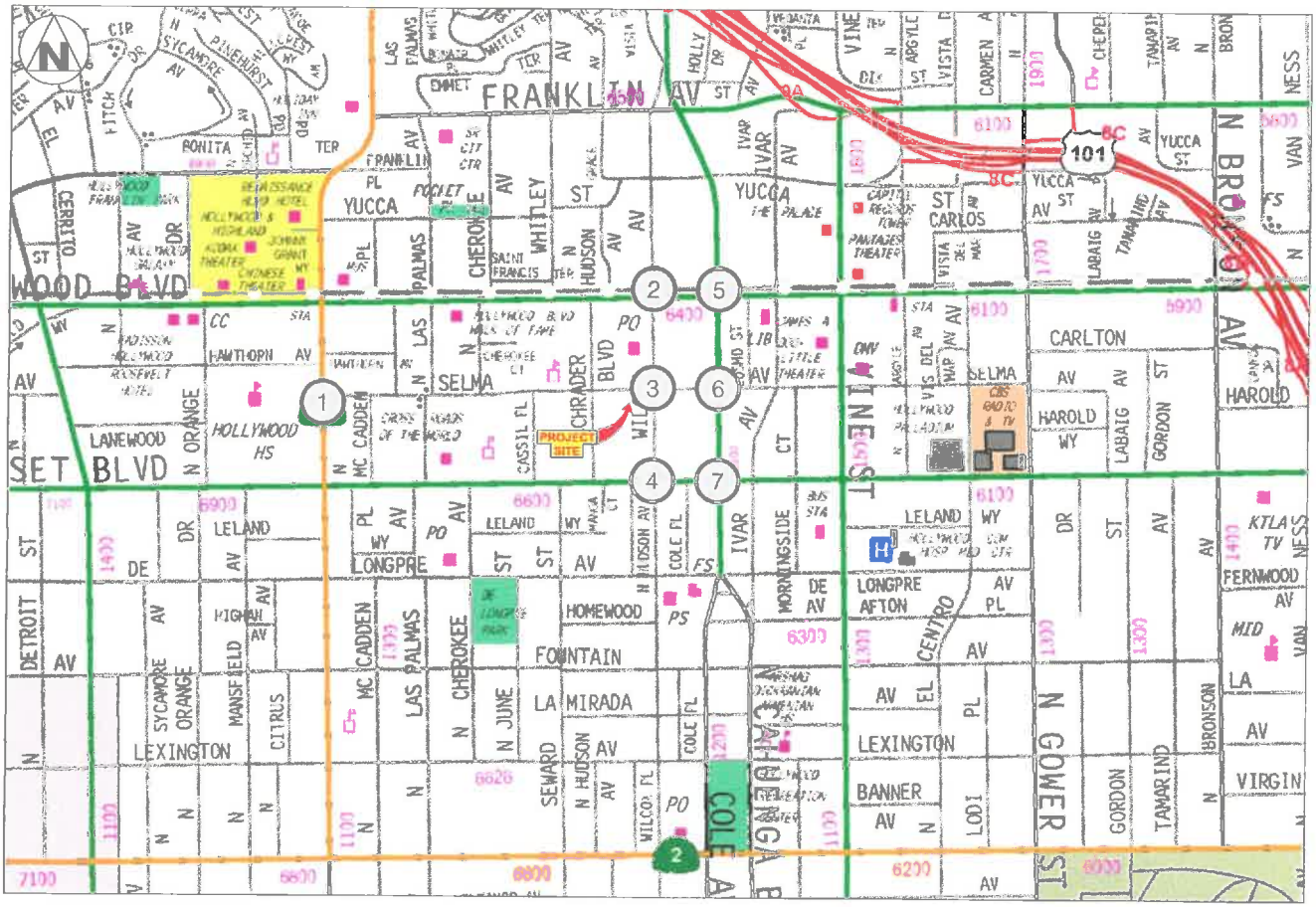


Source: Overland Traffic Consultants, Inc., November 2016.

EcoTierra Consulting

Figure IV-8
Existing Plus Project Traffic Volume – AM Peak Hour

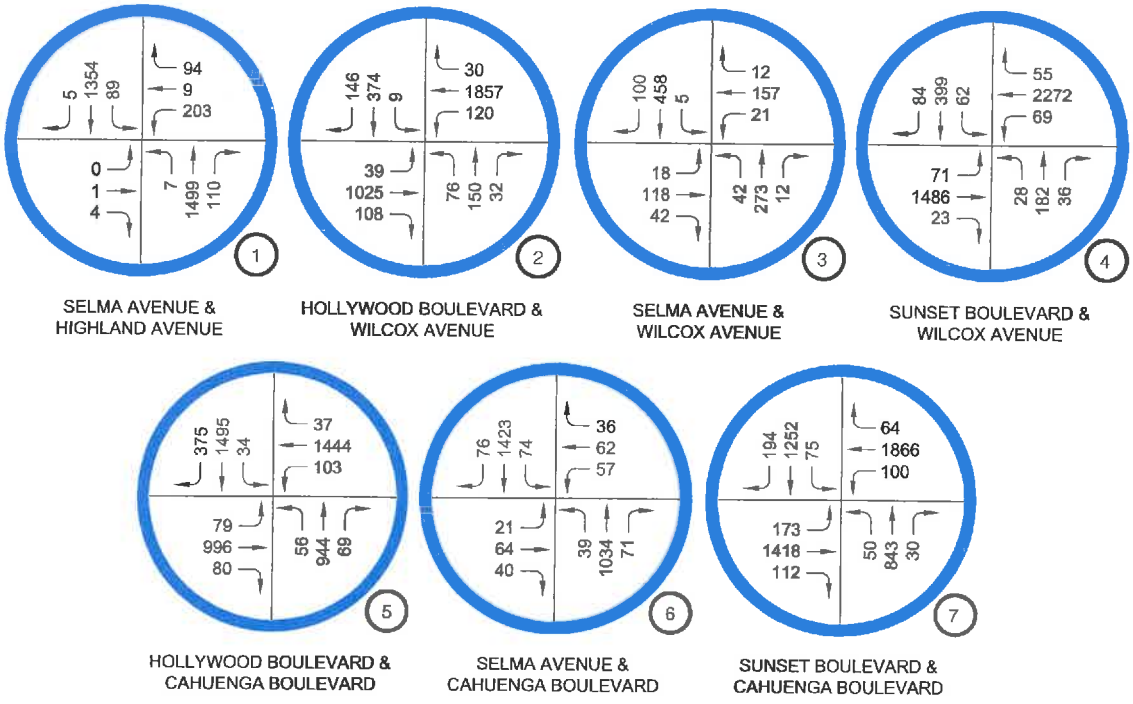


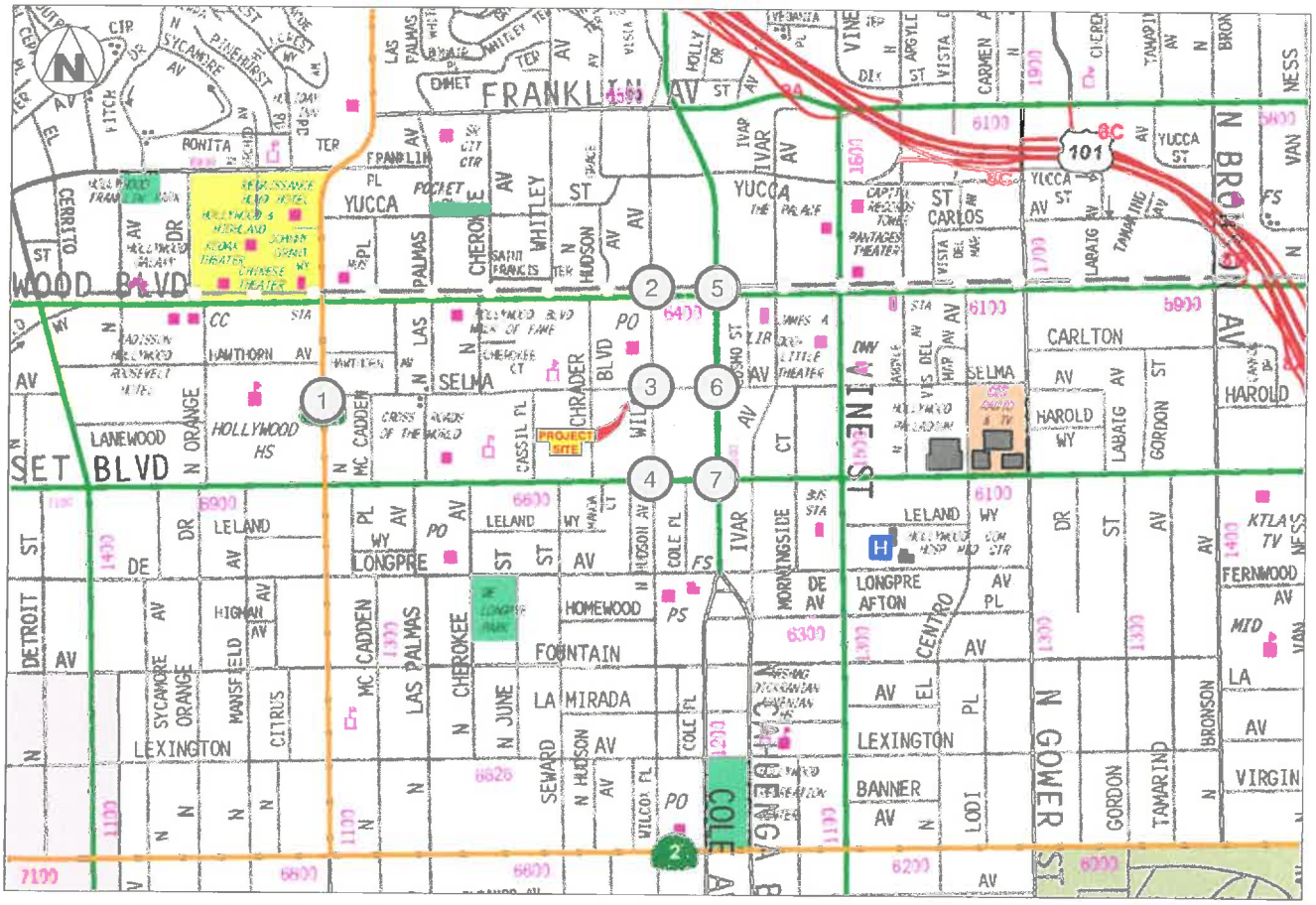


Source: Overland Traffic Consultants, Inc., November 2016.

EcoTierra Consulting

Figure IV-9
Existing Plus Project Traffic Volume – PM Peak Hour

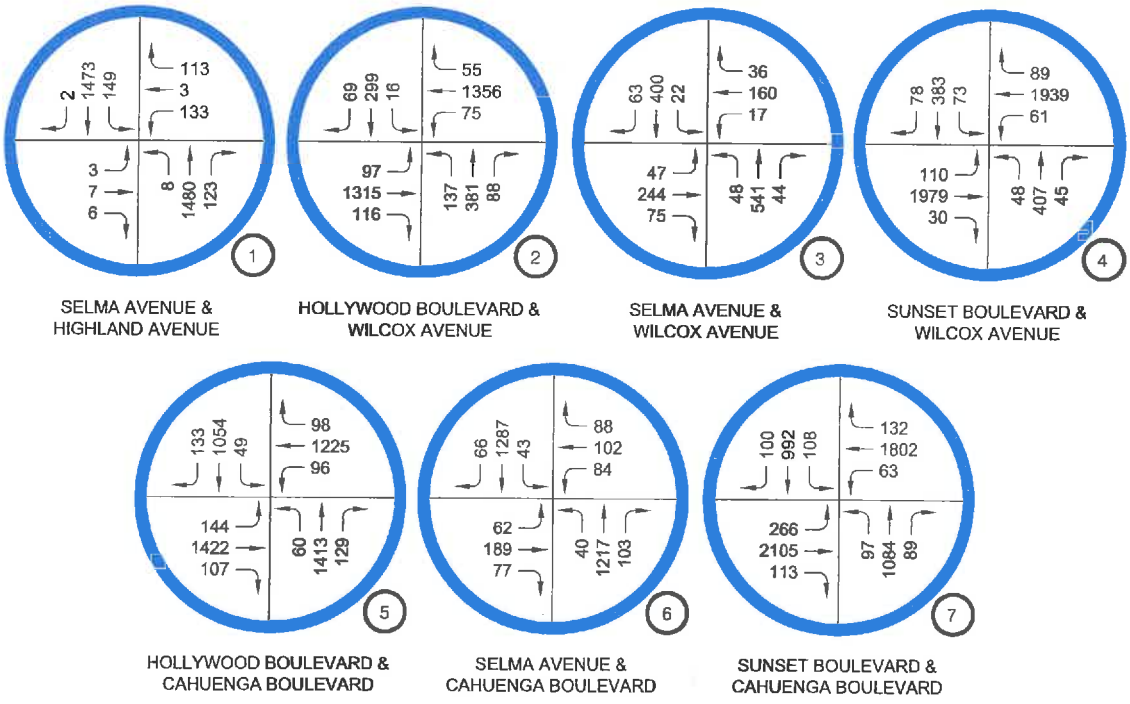


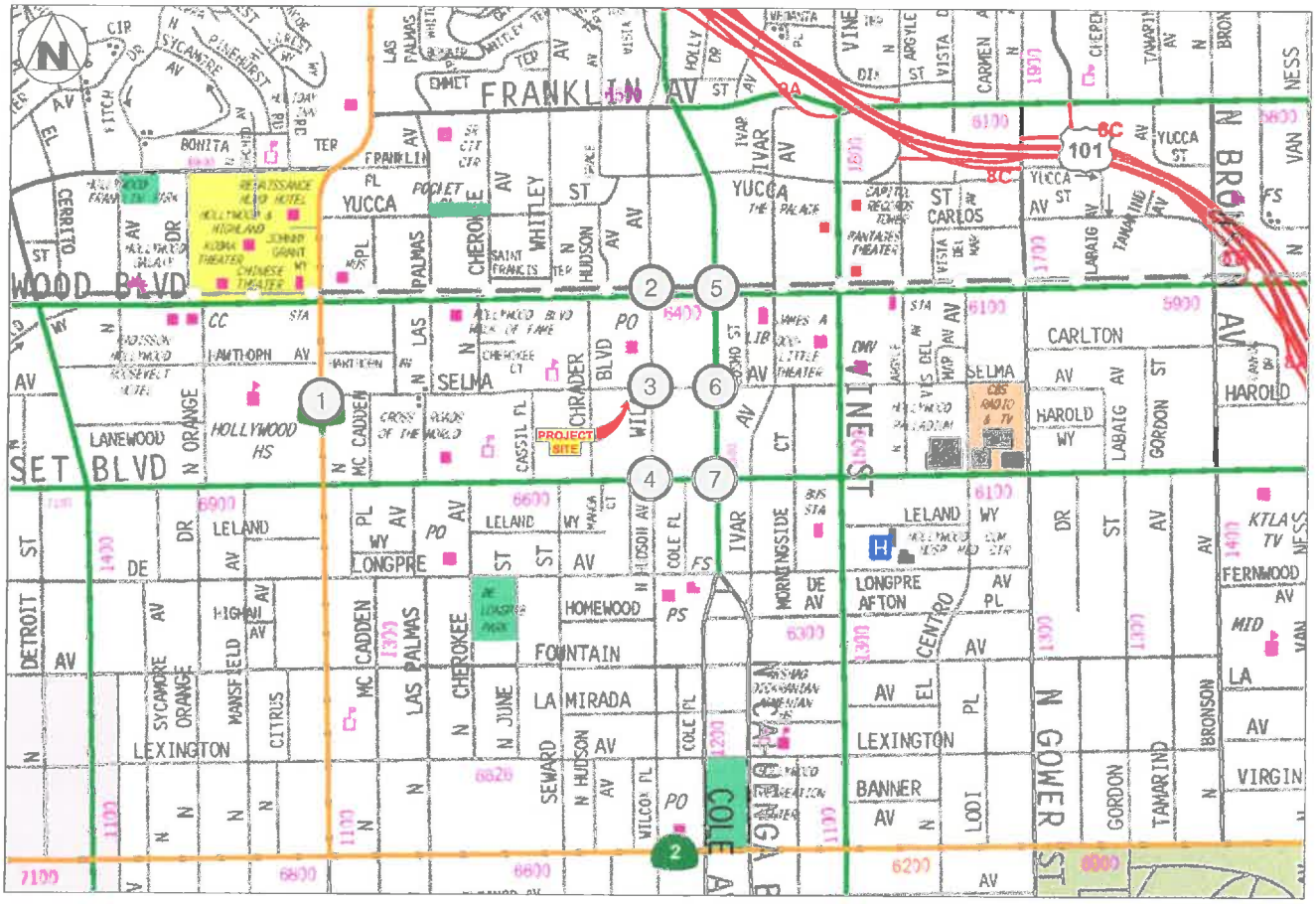


Source: Overland Traffic Consultants, Inc., November 2016.

EcoTierra Consulting

Figure IV-10
Future Traffic Volume without Project – AM Peak Hour

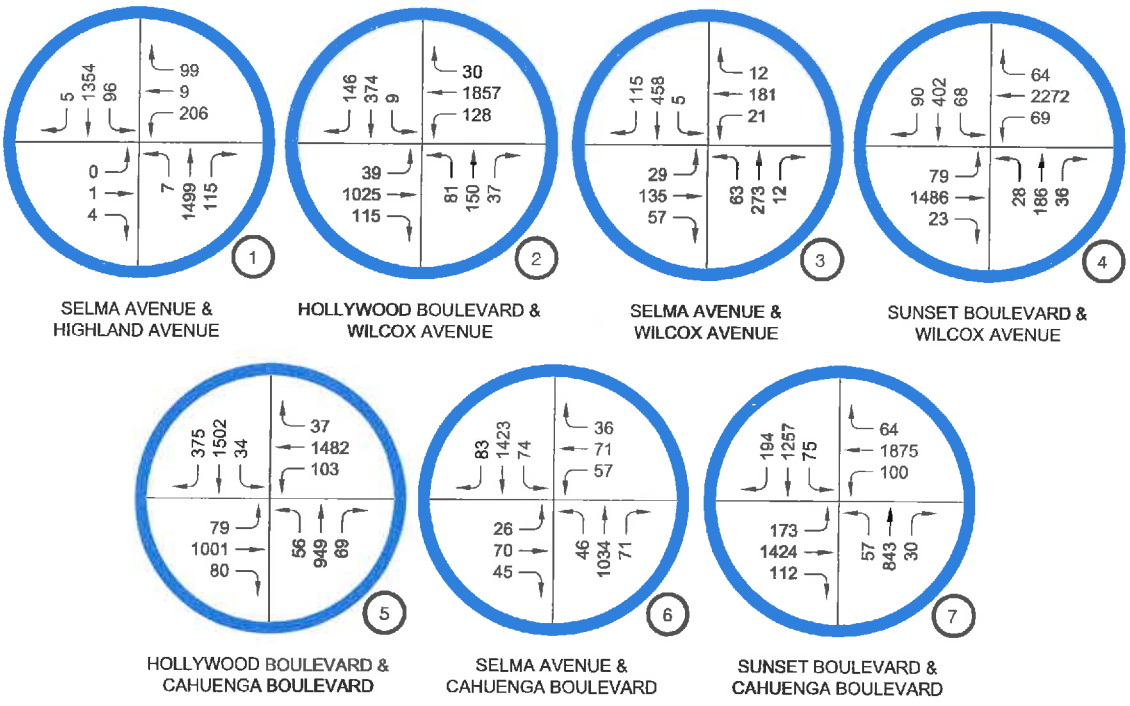


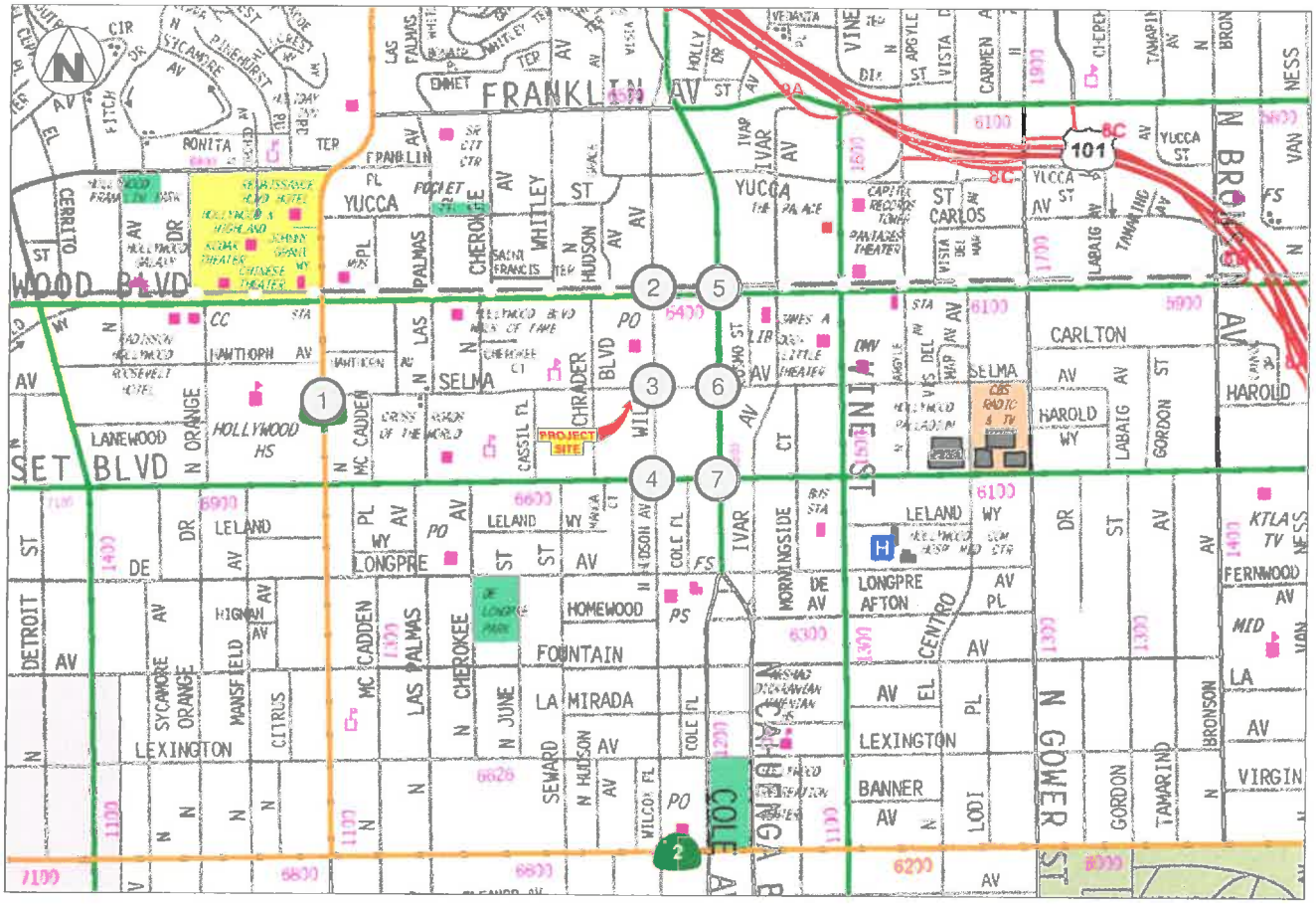


Source: Overland Traffic Consultants, Inc., November 2016.

EcoTierra Consulting

Figure IV-11
Future Traffic Volume without Project – PM Peak Hour

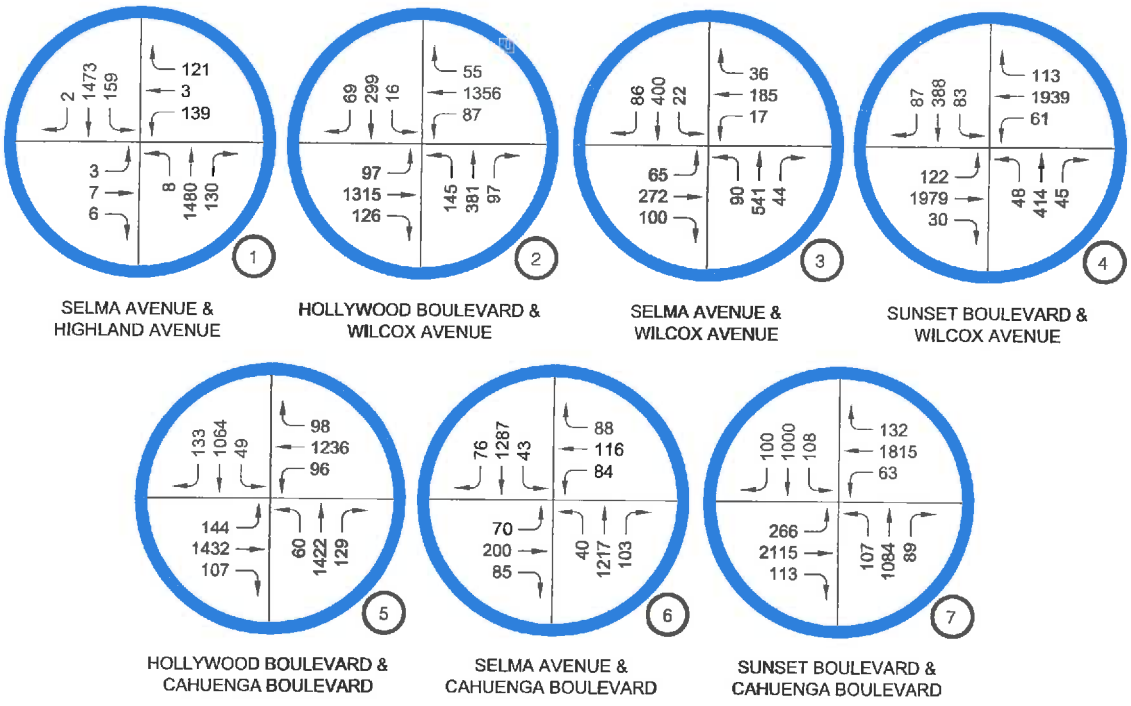


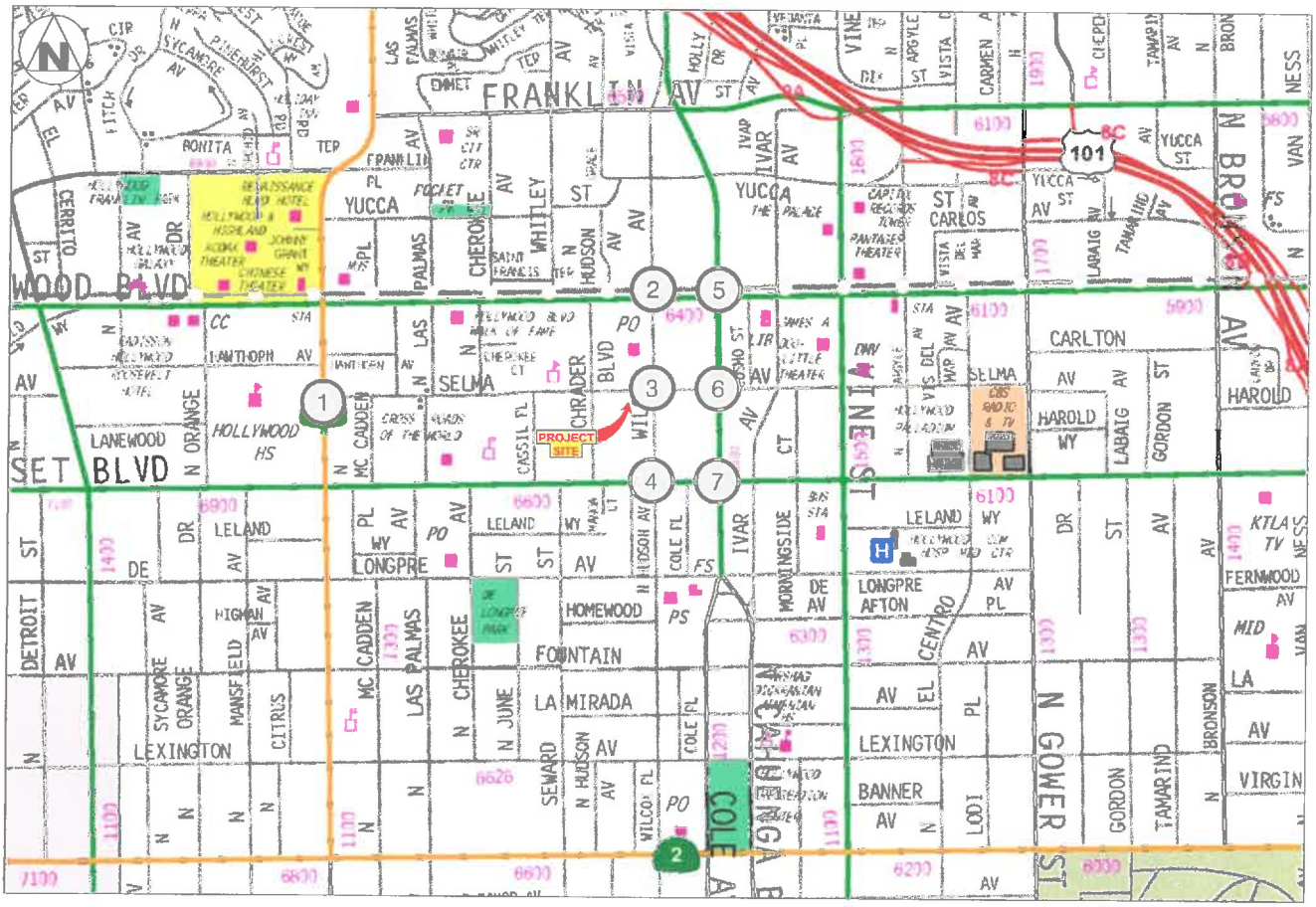


Source: Overland Traffic Consultants, Inc., November 2016.

EcoTierra Consulting

Figure IV-12
Future Plus Project Traffic Volume – AM Peak Hour





Source: Overland Traffic Consultants, Inc., November 2016.

EcoTierra CONSULTING

Figure IV-13
Future Plus Project Traffic Volume – PM Peak Hour

Therefore, trips generated by the Project would not significantly impact any of the study intersections in either the existing plus Project condition or future plus Project condition. Operational impacts would be less than significant and no mitigation measures are required.

Freeway Conditions Screening Analysis

LADOT and Caltrans District 7 have developed a screening process to determine the level of analysis necessary for land development projects. The screening criterion are based on the traffic volume and capacity of nearby freeway and ramp facilities, and the estimated volume of added project traffic. Four screening criterion have been developed by LADOT and Caltrans. If any of the four criteria are satisfied then additional traffic impact analysis is required.

1. The project's peak hour trips would result in a one percent or more increase to the freeway mainline capacity of a freeway segment operating at a LOS E or F (based on a capacity of 2,000 vehicles per hour per lane [vphpl]).
2. The project's peak hour trips would result in a two percent or more increase to the freeway mainline capacity of a freeway segment operating at a LOS D (based on a capacity of 2,000 vphpl).
3. The project's peak hour trips would result in a one percent or more increase to the freeway off ramp operating at a LOS E or F (based on an off ramp capacity of 850 vphpl as measured at the intersection).
4. The project's peak hour trips would result in a two percent or more increase to the freeway off ramp operating at a LOS E or F (based on an off ramp capacity of 850 vphpl as measured at the intersection).

Regarding criteria numbers 1 and 2, the Hollywood Freeway (US 101) mainline has a directional capacity of 8,000 vph (4 lanes x 2,000 vphpl). Evaluating the Hollywood Freeway north of Hollywood Boulevard and south of Sunset Boulevard would capture the highest volume of freeway traffic generated by the Project. Using the worst case criteria of a one percent increase, the Project would need to add 80 vph per direction to the mainline freeway segment to warrant further review. As indicated below in Table IV-31 (Caltrans Freeway Conditions Screening Analysis), the Project would add at most 7 trips during the AM peak hour and 10 trips during the PM peak hour (an approximately 0.1 percent increase) to the nearby segments of the Hollywood Freeway. Thus, none of the freeway segments with the highest volume of Project traffic would meet the screening criterion during either peak hour in either direction and, therefore, no additional analysis is necessary.

Table IV-31
Caltrans Freeway Conditions Screening Analysis

Location	Direction	No. of Lanes	Capacity	Project Trips[a]		Percent Increase	
				AM	PM	AM	PM
Freeway Segment (2,000 vphpl)							
Hollywood Freeway north of Hollywood Blvd	NB	4	8,000	5	8	0.1%	0.1%
Hollywood Freeway south of Sunset Blvd	NB	4	8,000	7	10	0.1%	0.1%
Hollywood Freeway north of Hollywood Blvd	SB	4	8,000	7	10	0.1%	0.1%
Hollywood Freeway south of Sunset Blvd	SB	4	8,000	5	8	0.1%	0.1%
Off-Ramp Segment (850 vphpl)							
Hollywood Freeway to Van Ness Ave	SB	2	1,700	7	10	0.4%	0.6%
Hollywood Freeway to Sunset Blvd	NB	1	1,500	7	10	0.5%	0.7%
Note: NB = northbound; SB = southbound; vphpl = vehicles per hour per lane							

Table IV-31
Caltrans Freeway Conditions Screening Analysis

Location	Direction	No. of Lanes	Capacity	Project Trips[a]		Percent Increase	
				AM	PM	AM	PM

[a] *Estimated 10% of Project trips in each direction to use Hollywood Freeway in and out of area.*
Source: Overland Traffic Consultants, November 2016.

Regarding criteria Nos. 3 and 4, the Hollywood Freeway ramps serving the highest Project traffic volume are the northbound and southbound off-ramps to Sunset Boulevard. The southbound off-ramp at Harold Way/Van Ness provides two lanes at its intersection with the northbound off-ramp located at Wilton Place, which provides one free flow to westbound Sunset Boulevard. Pursuant to the screening criteria, the off-ramp capacity would be 850 vphpl and the free lane would be 1,500 vphpl. As indicated in Table IV-31, above, neither of the two off-ramps would meet the screening criterion. Therefore, no further Caltrans analysis is required.

Construction Traffic Impacts

The Project would be constructed over approximately 23 months, starting in or around first quarter 2017. Construction activities would include demolition, grading, excavation, and building construction. Demolition, grading, excavation, and site preparation activities would occur over approximately four-month period and building construction would occur over approximately 19 months. The Project would be ready for occupancy in or around fourth quarter 2018.

Approximately 25,000 cubic yards of soil would be exported from the Project Site, and no soil would be imported. Approximately 779 cubic yards of asphalt paving for the current surface parking lot use would be demolished by the Project, most of which would be recycled. The likely haul from the Project Site would be east on Selma Avenue and north on Cahuenga Boulevard to the Hollywood Freeway on-ramps in either the northbound or southbound direction, with materials disposed at the Bradley Landfill and Recycling Center in Sun Valley and/or the Atkinson Brickyard site in the City of Compton.

Construction workers would be on-site before 7:00 AM and would typically leave the Project Site prior to 5:00 PM. These workers typically arrive and depart outside of the commuter peak hours, thereby minimizing the effect of construction worker traffic. During construction, there would be far fewer daily and peak hour trips than the Project trip generation estimates. As discussed above, traffic impacts during operation would be less than significant. Therefore, the construction process would not result in significant traffic impacts to study intersections.

The Project Applicant would be required to submit formal construction staging and traffic control plans for review and approval by LADOT prior to the issuance of any construction permits. Accordingly, the Work Area Traffic Control Plan would be developed for use during the entire construction period as required by LADOT for this Project set forth in the LADOT assessment report (see Appendix F.2 to this IS/MND). The plan would include a designated haul route, staging area, and traffic control procedures to mitigate the traffic impacts during construction. This plan would also incorporate safety measures around the construction site to reduce the risk to pedestrian traffic near the work area. Moreover, closure of a sidewalk within the public right-of-way and the closure along with pedestrian protection would be required to be approved by the Bureau of Street Services and the LADBS pursuant to LAMC Section 62.45 and 91.3306. The Work Area Traffic Control Plan would identify all traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity. Construction equipment and worker cars would

generally be contained on-site. At times when on-site staging and parking is not available, a secondary staging area would be required. Thus, adherence to the required Work Area Traffic Control Plan would ensure construction-related impact would not result in a significant impact to the performance of the circulation system. Therefore, constructed-related impacts would be less than significant and no mitigation measures are required.

b) Would the project 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 CMP was adopted to monitor regional traffic growth and related transportation improvements. The CMP designated a transportation network including all State highways and some arterials within Los Angeles County to be monitored by of local jurisdictions. If LOS standards deteriorate on the CMP network, then local jurisdictions must prepare a deficiency plan to be in conformance with the program. Local jurisdictions found to be in nonconformance with the CMP risk the loss of State gas tax funding.

For purposes of the CMP LOS analysis, an increase in the freeway volume by 150 vehicles per hour during the AM or PM peak hours in any direction requires further analysis. A substantial change in freeway segments is defined as an increase or decrease of two percent in the demand to capacity ratio when at LOS F. For purposes of CMP intersections, an increase of 50 vehicles or more during the AM or PM peak requires further analysis.

The two nearest CMP intersections are Santa Monica Boulevard and Highland Avenue, located approximately 1.25 miles to the southwest; and Santa Monica Boulevard and Western Avenue, located approximately 1.5 miles to the southeast. As shown in Figures IV-4 and IV-5, above, the Project does not generate 50 peak hour trips or more at any of the study intersections, all of which are in closer proximity to the Project Site than the nearest CMP intersections. It is estimated that the Project would generate less than 11 peak hour trips in the direction of these two CMP intersections. Thus, the Project does not exceed the 50-peak hour trip threshold at these CMP intersections, and no additional CMP intersection analysis is necessary.

The Project trips assigned to the nearest CMP freeway monitoring station located on the Hollywood Freeway (US 101) south of the Santa Monica Boulevard is estimated to add at most five southbound trips and seven northbound trips during the AM peak hour, and eight southbound trips and 10 northbound trips during the PM pea hour, which would be significantly less than the 150-peak hour trip threshold. No additional CMP freeway analysis is necessary.

Therefore, impacts to the CMP would be less than significant and no mitigation measures are required.

c) Would the project 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. This question would apply to a project only if it were an aviation-related use.

The Project does not include any aviation-related uses and would not impact any airports. The Project would also not require any modification to flight paths for the existing airports in the Los Angeles Basin. Therefore, no impact would occur and no mitigation measures are required.

d) Would the project 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. For the purpose of this issue, a significant impact may occur if a project included new roadway design or introduced a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project site access or other features were designed in such a way as to create hazard conditions.

The Project proposes a use that complements the surrounding urban development and utilizes the existing roadway network. The Project would have one vehicular access point offering left turns and right turns into and out of the Project Site. Vehicle access would be provided via Selma Avenue along the northern boundary of the Project Site. The Project driveway would conform to City design standards and would provide adequate sight distance, sidewalks, and pedestrian movement controls meeting the City's requirements to protect pedestrian safety. Separate pedestrian entry points are provided along Selma Avenue with the proposed hotel's main (pedestrian) entrance accessed from the sidewalk in the northeastern portion of the Project Site and the paseo, which would provide access to the outdoor courtyard area. Thus, pedestrians would not share access with vehicles. Furthermore, no hazardous design features or uses would be introduced with the Project that would create significant hazards to the surrounding roadways. The Project would be subject to review by LADOT and LAFD regarding driveway and circulation review.

No hazardous design features or uses would be introduced with the Project that would create significant hazards to the surrounding roadways. Therefore, impacts would be less than significant and no mitigation measures are required.

e) Would the project result in inadequate emergency access?

Less Than Significant Impact. For the purpose of this issue, a significant impact may occur if a project design does not provide emergency access meeting the requirements of LAFD or LAPD, or threatened the ability of emergency vehicles to access and serve the project site or adjacent uses.

As discussed under Question 8(g), above, the Project is not located in or near an adopted emergency response or evacuation plan. The Project would not cause permanent alterations to vehicular circulation routes and patterns, or impede public access or travel upon public rights-of-way. As discussed under Question 16(a), above, the Project would not result in a significant impact to roadway performance.

Emergency access to the Project Site would be provided by the existing street system, and the Project would be designed and constructed in accordance with LAMC requirements to ensure proper emergency access. Moreover, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lane of opposing traffic. As the Project would not significantly impact roadway performance, and based on the above considerations, it is anticipated that LAFD and LAPD would be able to respond to on-site areas within the established response time. Even so, the Project would be subject to the site plan review requirements of LAFD and LAPD to ensure that all access roads, driveways, and parking areas would remain accessible to emergency service vehicles. Therefore, impacts would be less than significant and no mitigation measures are required.

f) Would the project conflict with adopted polices, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less Than Significant Impact. For the purpose of this issue, a significant impact may occur if a project would conflict with adopted policies designed to support alternative transportation or involve modification of existing alternative transportation facilities located on- or off-site, or otherwise decrease the performance of such facilities.

Public Transit

The Project Site is located near a major transit corridor with bus service readily available as well as Metro Rail Red Line stations approximately 0.63 mile to the northeast and 0.43 mile to the northwest at Hollywood Boulevard and Vine Street and Hollywood Boulevard and Highland Avenue, respectively. The Metro Rail Red line provides subway service between North Hollywood and Downtown Los Angeles via Hollywood. Local public transportation in the study area is provided by Metro and the LADOT DASH service. Specifically, local Metro service include bus routes along Sunset Boulevard (Local Lines 2/302) and Hollywood Boulevard (Local Lines 212/312, 217, 222, Rapid 780). Local DASH service includes a line along Hollywood Boulevard.

As discussed under Question 16(a) and shown on Table IV-26, above, the Project would generate 2,241 daily trips with 121 trips during the AM peak hour and 189 trips during the PM peak hour. Per CMP guidelines, person trips can be estimated by multiplying the total trips generated by 1.4; commercial trips assigned to transit may then be calculated by multiplying the person trips by seven percent when located within a quarter-mile of a transit corridor. The CMP transit trip generation calculation is shown on Table IV-32 (Project Transit Trips).

Table IV-32
Project Transit Trips

	Daily	AM Peak Hour	PM Peak Hour
Project Trips	2,241	121	189
Person Trips (project trips x 1.4)	3,137	169	265
Transit Trips (person trips x 7%)	**220**	**12**	**19**
Source: EcoTierra Consulting, November 2016.			

Using the CMP approach, it is estimated that the Project would generate 220 daily transit trips with 12 AM peak hour transit trips and 19 PM peak hour transit trips. This level of transit increase is not expected to adversely affect the current ridership of the transit services in the area. The Project would not result in the disruption of public transit services or the alteration of public transit routes, nor would the Project decrease the performance or safety of the existing transit service in the vicinity of the Project Site. Therefore, impacts to public transit would be less than significant and no mitigation measures are required.

Bicycle Facilities

In the area of the Project Site, Selma Avenue includes a sharrowed route (i.e., a roadway where people riding bicycles and driving cars share the same space with no striped bike lane). The sharrowed routes are demarcated by "sharrows," a bicycle and painted arrow markings on the roadway. Sunset Boulevard and Hollywood Boulevard are also identified as bicycle network streets in the Mobility Plan 2035. The Project would not impact the design and use of the existing sharrowed route, or otherwise deter future

bicycle-oriented improvements. The Project would also provide 52 bicycle parking spaces on site in compliance with LAMC requirements with at least 18 short-term spaces and 18 long-term spaces. Thus, the Project would not conflict with implementation of bicycle facilities and infrastructure and would provide for bicycle parking spaces. Therefore, impacts to bicycle facilities would be less than significant and no mitigation measures are required.

Cumulative Impacts

The focus of this cumulative impacts analysis is on the combined impact of the Project and the 139 related projects (see Section II.5 [Related Projects]) with respect to the topics listed in the traffic analysis above. The cumulative impacts traffic study area is similar to the study area for the Project traffic analysis.

With respect to construction traffic, it is unknown whether or not any of the related projects would have overlapping construction schedules with the Project. However, similar to the Project, the related projects would be required to submit formal construction staging and traffic control plans for review and approval by the City prior to the issuance of construction permits. The Work Area Traffic Control Plan would identify all traffic control measures, signs, delineators, and work instructions through the duration of construction activities. It is reasonably anticipated that the related projects would comply with this requirement, similar to the Project, and the cumulative construction traffic impact would be less than significant.

Existing traffic, related projects' traffic, Project traffic, and a one percent per year ambient growth factor were added together to estimate future cumulative traffic volumes. As shown in Tables IV-29 and IV-30, the future traffic volumes of the related projects and ambient growth with and without the Project would not result in significant impacts. Therefore, the cumulative traffic operational impact would be less than significant.

17. TRIBAL CULTURAL RESOURCES

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

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Less Than Significant Impact. The Project Site is currently occupied by a paved surface parking lot. As previously discussed under Question 5(a), above, the Project Site does not require historic preservation review and is not within a historic preservation overlay zone;[79] nor is the Project Site identified in the Historic Places LA resource inventory,[80] or as a local HCM.[81] Moreover, a Historic Impacts Assessment was prepared for the Project that determined no historic resources occur at the Project Site nor is the

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[79] *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: November 10, 2016.*

[80] *City of Los Angeles Department of City Planning, Office of Historic Resources, Historic Places LA online map, website: http://www.historicplacesla.org/map, accessed: November 10, 2016.*

[81] *City of Los Angeles Department of City Planning, LA Historic-Cultural Monuments, May 2015, website: http://planning.lacity.org/mapgallery/Image/Citywide/LA_HCM.pdf, accessed: November 10, 2016.*

Project Site eligible for listing at the State or local level for listing as a historical resources. Therefore, impacts would be less than significant and no mitigation measures are required.

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

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

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

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

In compliance with AB 52, the City provided notice to tribes soliciting requests for consultation on November 15, 2016, and this 30-day notification period ended December 15, 2016. In that time, the only tribe to respond to the City was the Gabrieleño Band of Mission Indians – Kizh Nation (the "Kizh Gabrieleño Tribe"). In their letter dated November 22, 2016, the Kizh Gabrieleño Tribe did not request formal consultation as further clarified via e-mail on December 1, 2016, nor was substantial evidence provided for the potential for TCRs to occur at the Project Site. As previously discussed under Question 5(b), the Project Site does not contain any known archaeological sites or archaeological survey areas. Furthermore, a Sacred Lands File search conducted by the Native American Heritage Commission (NAHC) in December, 2016, on behalf of the Project resulted in negative results. Thus, as 1) the Project Site is not listed nor eligible for listing on the national, State, or local register of historic resources; and 2) due to the lack of

substantial evidence in City and NAHC databases or resultant from the AB 52 process demonstrating otherwise, the City, as lead agency, has determined the Project Site is not a TCR as defined by PRC Section 21074. Nonetheless, so as to ensure any unforeseen and inadvertent discovery of TCRs would not result in a 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 the potential TCRs are properly assessed following specific protocol required by the Department of City Planning. Therefore, impacts would be less than significant and no mitigation measures are required.

18. UTILITIES AND SERVICE SYSTEMS

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. For the purpose of this issue, a significant impact may occur if a project would discharge wastewater, whose content exceeds the regulatory limits established by the governing agency.

Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge containing information which may be required by the appropriate Regional Water Quality Control Board (RWQCB). The RWQCB then authorizes a NPDES permit that ensures compliance with wastewater treatment and discharge requirements.

LARWQCB enforces wastewater treatment and discharge requirements for properties in the area of the Project Site. The wastewater generated by the Project would be typical of a hotel land use. No industrial discharge into the wastewater system would occur. The Project would convey wastewater via municipal sewage infrastructure maintained by the City's Bureau of Sanitation to the Hyperion Treatment Plant (HTP). The capacity of the HTP is discussed under Question 17(b), below. The HTP is a public facility and, therefore, is subject to the State's wastewater treatment requirements. As such, wastewater from the implementation of the Project would be treated according to the wastewater treatment requirements enforced by LARWQCB. Therefore, impacts would be less than significant and no mitigation measures are required.

b) Would the project 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. For the purpose of this issue, a significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving a Project Site would be exceeded. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on water shall be made considering the following factors:

- The total estimated water demand for a project;
- Whether sufficient capacity exists in the water infrastructure that would serve a project, taking into account the anticipated conditions at project buildout;

- The amount by which a project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and
- The degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

Water Treatment Facilities and Existing Infrastructure

The City of Los Angeles Department of Water and Power (LADWP) currently supplies water to the Project Site. LADWP is responsible for ensuring that water demand within the City is met and that State and federal water quality standards are achieved. LADWP ensures the reliability and quality of its water supply through an extensive distribution system that includes more than 7,200 miles of pipes, more than 100 storage tanks and reservoirs within the City, and eight storage reservoirs along the Los Angeles Aqueducts. Much of the water flows north to south, entering the City at the Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by LADWP. LAAFP has the capacity to treat approximately 600 million gallons per day (mgd). The average plant flow is approximately 450 mgd during the non-summer months and 550 mgd during the summer months, and operates at between 75 and 90 percent capacity. Therefore, LAAFP has a remaining capacity of treating approximately 50 to 150 mgd, depending on the season.

The Project's estimated water consumption is presented in Table IV-33 (Estimated Average Daily Water Consumption). As shown, the Project would consume a total of approximately 34,111 gallons per day (gpd) (0.03 mgd), or 38.2 acre-feet per year (AF/Y) of water. Thus, implementation of the Project is not expected to measurably reduce LAAFP's capacity, and as such, no new or expanded water treatment facilities would be required. Therefore, with respect to water treatment facilities, impacts would be less than significant.

Table IV-33
Estimated Average Daily Water Consumption

Land Use	Size	Consumption Rate[a]	Water Consumed (gpd)
Hotel	212 rooms	144 gpd/room	30,528
Bar/Lounge	3,855 sf	864 gpd/1,000 sf	3,331
Lobby	4,198 sf	60 gpd/1,000 sf	252
Total Water Consumption			**34,111**

Notes: gpd = gallons per day; sf = square feet
[a] *Water consumption rate is 120% of wastewater generation rate provided in the City of Los Angeles Department of Public Works Bureau of Sanitation, Sewer Generation Rates Table, April 6, 2012.*
Source (table): EcoTierra Consulting, November 2016.

In addition to supplying water for domestic uses, LADWP also supplies water for fire protection services, in accordance with the Fire Code. As identified under Question 14(a), above, LAFD requires a water flow of 6,000 to 9,000 gpm from four to six fire hydrants flowing simultaneously with a residual water pressure of 20 PSI. If water main or infrastructure upgrades are required, the Applicant would be required to pay for such upgrades, which would be constructed by either the Applicant or LADWP. To the extent such upgrades result in a temporary disruption in service, proper notification to LADWP customers would take place, as is standard practice. In the event that water main and other infrastructure upgrades are required, it would not be expected to create a significant impact to the physical environment because: (1) any disruption of service would be of a short-term nature, (2) replacement of the water mains would be within public rights-of-way, and (3) any foreseeable infrastructure improvements would be limited to

the immediate vicinity of the Project Site. Therefore, potential impacts resulting from water infrastructure improvements, if any are to be required, would be less than significant.

Furthermore, the Project would comply with the City's mandatory water conservation measures that, relative to the City's increase in population, have reduced the rate of water demand in recent years. LADWP's growth projections are based on conservation measures and adequate treatment capacity that is, or would be, available to treat LADWP's projected water supply, as well as LADWP's expected water sources. Compliance with water conservation measures, including Title 20 and 24 of the California Administrative Code would serve to reduce the projected water demand. Chapter XII of the LAMC comprises the City's Emergency Water Conservation Plan. The Emergency Water Conservation Plan stipulates conservation measures pertaining to water closets, showers, landscaping, maintenance activities, and other uses. At the State level, Title 24 of the California Administrative Code contains the California Building Standards, including the California Plumbing Code (Part 5), which promotes water conservation. Title 20 of the California Administrative Code addresses Public Utilities and Energy and includes appliance efficiency standards that promote conservation. Various sections of the Health and Safety Code also regulate water use. Overall, the Project's water demand is expected to comprise a small percentage of LADWP's existing water supplies. Therefore, impacts would be less than significant and no mitigation measures are required.

Wastewater Treatment Facilities and Existing Infrastructure

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if:

- A project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or
- A project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General plan and its elements.

The City's Bureau of Sanitation provides sewer service to the area of the Project Site. Sewage from the Project Site is conveyed via sewer infrastructure to the HTP. Since 1987, the HTP has had capacity for full secondary treatment. Currently, the HTP as an average daily flow of 275 mgd in dry weather, which can double in wet weather; however, the HTP has capacity to treat a maximum daily flow of 450 mgd and peak wet weather flow of 800 mgd. This equals a typical remaining capacity of 175 mgd of wastewater able to be treated at the HTP.[82] The Project's estimated wastewater generation is shown in Table IV-34 (Estimated Average Daily Wastewater Generation). As shown, the Project would generate approximately 28,426 gpd or 0.03 mgd of wastewater. The addition of 0.03 mgd of wastewater to the HTP is an insignificant fraction of the remaining 175 mgd HTP capacity. As such, with respect to the capacities of wastewater treatment facilities, impacts would be less than significant.

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[82] *City of Los Angeles Department of Public Works, Bureau of Sanitation, Clean Water, Hyperion Water Reclamation Plant, website: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/slsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp, accessed: November 10, 2016.*

Table IV-34
Estimated Average Daily Wastewater Generation

Land Use	Size	Generation Rate[a]	Wastewater Generated (gpd)
Hotel	212 rooms	120 gpd/room	25,440
Bar/Lounge	3,855 sf	720 gpd/1,000 sf	2,776
Lobby	4,198 sf	50 gpd/1,000 sf	210
Total Wastewater Generation			**28,426**

Notes: gpd = gallons per day; sf = square feet
[a] *City of Los Angeles Department of Public Works Bureau of Sanitation, Sewer Generation Rates Table, April 6, 2012.*
Source (table): EcoTierra Consulting, November 2016.

Existing wastewater infrastructure in the vicinity of the Project Site includes a 10-inch diameter pipeline within Selma Avenue right-of-way which conveys wastewater westward to a 30-inch diameter pipeline within Las Palmas Avenue right-of-way.[83] Further detailed gauging would be needed as part of the permit process to identify a specific sewer connection point.

Based on the estimated wastewater generation of approximately 28,426 gpd (0.03 mgd), it is reasonably anticipated that the existing sewer lines would be able to accommodate the additional flow. Nonetheless, as part of the building permit process, the City would require detailed gauging and evaluation of the Project's wastewater connection point at the time of connection to the system. If deficiencies are identified at that time, the Applicant would be required, at their own cost, to build secondary sewer lines to a connection point in the sewer system with sufficient capacity, in accordance with standard City procedures. The installation of any such secondary lines, if needed, would require minimal trenching and pipeline installation, which would be a temporary action and would not result in any adverse environmental impacts. As such, no new or expanded wastewater infrastructure would be required to serve the Project. Therefore, impacts would be less than significant and no mitigation measures are required.

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. For the purpose of this issue, a significant impact may occur if the volume of storm water runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, resulting in the construction of new storm water drainage facilities.

As described under Question 9(c), the Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. The Project Site is nearly entirely covered with impermeable surfaces from its use as a surface parking lot. Runoff from the Project Site is and would continue to be collected on the site and directed towards existing storm drains in the vicinity. Therefore, the Project would not create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems. Impacts would be less than significant and no mitigation measures are required.

[83] *City of Los Angeles Bureau of Engineering Department of Public Works, Navigate LA, website: http://navigatela.lacity.org/navigatela/, accessed: November 10, 2016.*

d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. For the purpose of this issue, a significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on water shall be made considering the following factors:

- The total estimated water demand for a project;
- Whether sufficient capacity exists in the water infrastructure that would serve a project, taking into account the anticipated conditions at project buildout;
- The amount by which a project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and
- The degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

The City's water supply primarily comes from the Los Angeles-Owens River Aqueduct, State Water Project, and from the Metropolitan Water District of Southern California (MWD), which is obtained from the Colorado River Aqueduct, and to a lesser degree from local groundwater sources. MWD uses a land use based planning tool that allocates projected demographic data from SCAG into water service areas for each of MWD's member agencies. These sources, along with recycled water, are expected to supply the City's water needs in the years to come. LADWP's 2015 Urban Water Management Plan (UWMP) projects a water supply of between 611,800 AF/Y and 642,400 AF/Y in 2020 and between 675,700 AF/Y and 709,500 AF/Y in 2040 for average weather year and single dry year, respectively. With LADWP's current water supplies, planned future water conservation, and planned future water supplies, LADWP will be able to reliably provide water to its customers through the 25-year planning period covered by the 2015 UWMP. Any shortfall in LADWP controlled supplies (e.g., groundwater, recycled, conservation, or aqueduct) is offset with MWD purchases to rise to the level of demand.[84] As shown in Table IV-33, above, the Project would consume approximately 34,111 gpd (38.2 AF/Y) of water. This amount represents approximately 0.005 percent of the water supply in 2020 and 2040 in both average weather and dry weather years. Thus, the Project's water demand is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water facilities beyond those already considered in the 2015 UWMP.

LADWP's Water System 10-Year Capital Improvement Program for the Fiscal Years 2010-2019 details LADWP's 10-year process of capital upgrades to the water infrastructure system of the City. Through this program, LADWP can provide reliable sources of water to the residents of the City.[85] Thus, sufficient water supplies are anticipated to be available to serve the Project from existing entitlements and resources, and new or expanded entitlements would not be necessary. Moreover, the Project is consistent with the Hollywood Community Plan and existing zoning at the site, and thus, would be consistent with Citywide growth. Thus, the Project's estimated water usage is within overall General Plan

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[84] *City of Los Angeles Department of Water and Power, Urban Water Management Plan 2015, June 7, 2016, website: http://www.ladwp.com/uwmp, accessed: November 10, 2016.*

[85] *City of Los Angeles Department of Water and Power, Water System Ten-Year Capital Improvement Program for the Fiscal Years 2010-2019, website: http://www.ladwp.com, accessed: November 10, 2016.*

projections and would not exceed the amount anticipated by the City's long-range land use and planning efforts.

The Project would comply with Ordinance No. 170,978 (Landscape Ordinance), which imposes numerous water conservation measures in landscaping, 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).

Water demand would be further reduced through adherence to the City's regulatory compliance measures as required by Ordinance Nos. 170,978 and 180,822 including the following:

- High-efficiency toilets (maximum 1.28 gallons per flush), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gallons per flush), including no-flush or waterless urinals, in all restrooms as appropriate.
- Restroom faucets with a maximum flow rate of 1.5 gallons per minute and self-closing design.
- Prohibiting the use of single-pass cooling equipment (single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system).
- Demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwellings.
- No more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- High-efficiency clothes washers (water factor of 6.0 or less).
- Weather-based irrigation controller with rain shutoff.
- Matched precipitation (flow) rates for sprinkler heads.
- Drip/microspray/subsurface irrigation where appropriate.
- Minimum irrigation system distribution uniformity of 75 percent.
- Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials.
- Use of landscape contouring to minimize precipitation runoff.
- A separate water meter (or submeter), flow sensor, and master valve shutoff for irrigated landscape areas totaling 5,000 square feet and greater.

Thus, it is reasonably anticipated that the Project would not create any water system capacity issues, and sufficient reliable water supplies would be available to meet the Project demands.

e) Would the project 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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if:

- A project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or

- A project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General plan and its elements.

As stated under Question 17(b), the sewage flow from operation of the Project would ultimately be conveyed to the HTP, which has sufficient capacity for the Project. Therefore, impacts would be less than significant and no mitigation measures are required.

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

Less Than Significant Impact. For the purpose of this issue, a significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on solid waste shall be made considering the following factors:

- Amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of a project, considering proposed design and operational features that could reduce typical waste generation rates;

- Need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and

- Whether a project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element or its updates, the Solid Waste Management Policy Plan, Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the Source Reduction and Recycling Element.

Solid waste generated within the City is disposed of at privately-owned landfill facilities throughout Los Angeles County. Private haulers provide waste collection services for commercial/institutional developments within the City. It is reasonably anticipated, then, that the Applicant would contract with a local commercial solid waste hauler following completion of the Project. As is typical for most solid waste haulers in the Greater Los Angeles area, the hauler would most likely separate and recycle all reusable material collected from the Project Site at a local materials recovery facility. The remaining solid waste would be disposed of at a variety of landfills, depending on with whom the hauler has contracts. Most commonly, the City is served by the Sunshine Canyon Landfill. This Class III landfill accepts non-hazardous solid waste including construction and demolition (C&D) waste. Chiquita Canyon Landfill is also a Class III landfill accepting non-hazardous solid waste including C&D waste that serves the area; however, this landfill currently has a 2-year life expectancy remaining based on 2014 average daily disposal. An expansion of this landfill is currently proposed, which would add an additional 43 years of use based on 2014 average daily disposal rates. The Master Plan Revision Draft Environmental Impact Report was circulated in 2014; however, a Final Environmental Impact Report has not yet been published for the

Chiquita Canyon expansion.[86] Moreover, as of 2014, Azusa Land Reclamation is the only permitted inert (i.e., unclassified and C&D waste which includes earth, rock, concrete rubble, asphalt paving fragments, etc.) in Los Angeles County that has a full solid waste facility permit.[87] Table IV-35 (Current Landfill Capacity and Intake) details the permitted daily intake and estimated remaining capacity at these landfills currently.

Table IV-35
Current Landfill Capacity and Intake

Landfill Facility	Permitted Daily Intake (tpd)[a]	2014 Average Daily Intake (tpd)[a]	Remaining Daily Permitting Capacity (tpd)	Estimated Total Remaining Permitting Capacity[a] (million tons)
Class III Landfill				
Sunshine Canyon	12,100	7,582	4,518	65
Inert Construction & Demolition Waste-Accepting Landfill				
Azusa Land Reclamation	6,500	1,012	5,488	60

Notes: tpd = tons per day

[a] *Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan, 2014 Annual Report, published December 2015, page 59 and Appendix E-2 Table 1.*

Source (table): EcoTierra Consulting, November 2016.

Construction-Related Solid Waste

Implementation of the Project would generate C&D waste from the removal of the existing surface parking lot. C&D debris may include concrete, asphalt, wrought iron fencing, and other miscellaneous and composite materials. Demolition of the existing surface parking lot would result in the export of approximately 779 cubic yards of asphalt paving (1,091 tons), and construction of the Project would generate approximately 173 tons of debris for a total of approximately 1,264 tons of C&D debris.[88] This forecasted solid waste generation also does not assume reductions in solid waste generation which would occur due to recycling. In order to help meet the landfill diversion goals, the City adopted the Citywide C&D Waste Recycling Ordinance (Ordinance No. 181,519). This ordinance, which became effective January 1, 2011, requires that all haulers and contractors responsible for handling C&D waste obtain a Private Solid Waste Hauler Permit from the Bureau of Sanitation prior to collecting, hauling, and transporting C&D waste. It requires that all C&D waste generated within City limits be taken to City certified C&D waste processors, where the waste would be recycled to the extent feasible. Moreover, there are 60 million tons of remaining capacity available in Los Angeles County for the disposal of inert waste. Some C&D waste may also be landfilled at the Class III landfill identified above. Thus, Project-generated C&D waste would represent a very small percentage of the waste disposal capacity in the region, and, as noted, the aggregate amount estimated in the above table would not all be landfilled since

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[86] *Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan, 2014 Annual Report, published December 2015, website: http://dpw.lacounty.gov/landing/wasteManagement.cfm, accessed: November 10, 2016.*

[87] *Ibid.*

[88] *Project building size would be a maximum 79,621 square feet, which, at the construction-related solid waste generation rate 4.34 pounds per square foot, equals approximately 345,555 pounds (173 tons). Source of generation rate: U.S. Environmental Protection Agency, Estimating 2003 Building-Related Construction and Demolition Material Amounts, March 2009, page 10.*

the Project would comply with City's recycling requirements to the extent feasible. Therefore, solid waste impacts from C&D activities would be less than significant and no mitigation measures are required.

Operation-Related Solid Waste

The Project's estimated operational solid waste generation is presented in Table IV-36 (Estimated Operational Solid Waste). As shown, the Project would generate approximately 888 pounds per day of solid waste (0.4 tons per day) during operation prior to any recycling or landfill diversion.

Table IV-36
Estimated Operational Solid Waste

Land Use	Size	Generation Rate [a]	Total Solid Waste Generated (lbs/day)
Hotel	212 rooms	4 lbs/room/day	848
Bar/Lounge	3,855 sf	0.005 lbs/sf/day	19
Lobby	4,198 sf	0.005 lbs/sf/day	21
		Project Total (lbs/day):	**888**
		Project Total (tons/day):	**0.4**

Notes: sf = square feet; lbs = pounds. Numbers rounded.

[a] *City of Los Angeles Department of Public Works Bureau of Sanitation, Solid Waste Generation.*

Source (table): EcoTierra Consulting, November 2016.

In 2013, the City achieved a landfill diversion rate of 76.4 percent, which represents the highest recycling rate out of the 10 largest U.S. cities.[89] This landfill diversion rate exceeds the 75 percent diversion mandate by 2020 set forth in AB 374.[90] The Bureau of Sanitation's Solid Resources Citywide Recycling Division (SRCRD) develops and implements source reduction, recycling, and re-use programs in the City.[91] The SRCRD provides technical assistance to public and private recyclers, manages the collection and disposal programs for Household Hazardous Waste, and helps create markets for recycled materials.[92] Thus, at the City's diversion rate of 76.4 percent, the Project's total of 888 pounds per day of solid waste would likely result in approximately 678 pounds being recycled and the remaining 210 pounds (0.1 tons) would be landfilled per day. Moreover, at the State-mandated minimum diversion rate of 75 percent required by 2020, 666 pounds would be recycled and the remaining 222 pounds (0.1 tons) would be landfilled. As such, there is adequate landfill capacity for the Project's operational impact (see Table IV-34, above). Therefore, solid waste impacts from operation of the Project would be less than significant and no mitigation measures are required.

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[89] *Los Angeles Bureau of Sanitation, Solid Resources, Recycling, website: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r, accessed: November 10, 2016.*

[90] *California Department of Resources and Recycling, California's 75 Percent Initiative, website: http://www.calrecycle.ca.gov/75percent/, accessed: November 10, 2016.*

[91] *Los Angeles Bureau of Sanitation, Solid Resources, Construction and Demolition Recycling Guide, website: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r/s-lsh-wwd-s-r-cdr, accessed: November 10, 2016.*

[92] *Ibid.*

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations.

The Project would generate solid waste that is typical of a hotel land use and would be consistent with all federal, State, and local statutes and regulations regarding proper disposal. Additionally, the amount of solid waste that would be generated by the Project would be further reduced through source reduction and recycling programs (as required by AB 939 and AB 341). The Project would not conflict with solid waste policies or objectives that are required by law, statute, or regulation. Therefore, impacts would be less than significant and no mitigation measures are required.

Cumulative Impacts

Water

The focus of this cumulative impacts analysis is on the combined impact of the Project and the 139 related projects (see Section II.5 [Related Projects]) with respect to the topics listed in the water utilities analysis above, including water treatment facilities, infrastructure, and water supplies. The cumulative impacts water utilities study area is the LADWP service area.

Implementation of the Project in combination with the related projects, along with other projects within the service area of LADWP, would generate demand for additional water supplies. In terms of the City's overall water supply condition, the water demand for any project that is consistent with the City's General Plan has been taken into account in the adopted 2015 UWMP. The 2015 UWMP anticipates that the future water supplies would be sufficient to meet existing and planned growth in the City to the year 2040 (the planning horizon required of 2015 UWMPs) under wet and dry year scenarios. The Project would be consistent with the General Plan and the Hollywood Community Plan land use designation, and therefore, has been taken into account in the 2015 UWMP. It is unknown whether or not the related projects or other development in the LADWP service area has been taken into account in the 2015 UWMP. Nonetheless, it can be assumed that any related projects that are not included in the 2015 UWMP would be required to identify water supplies prior to project approval. In addition, larger projects with over 500 residential units (or that would generate the equivalent thereof) would have to prepare a Water Supply Assessment (pursuant to Senate Bill 610) to be reviewed and certified by LADWP to demonstrate adequate water supply. Therefore, the cumulative impact would be less than significant.

With respect to water treatment facilities, the remaining daily capacity of the LAAFP is between 50 mgd and 150 mgd, depending on the season. Therefore, the LAAFP would have adequate capacity to serve the additional water demanded by the Project (which would consume 0.03 mgd) and the related projects. A less than significant cumulative impact would occur.

With respect to water infrastructure, the potential need for the related projects to upgrade water lines to accommodate their water needs is site-specific and there is little, if any, cumulative relationship between the development of the Project and the related projects. As discussed above, the Project would have a less-than-significant impact on water infrastructure. Any upgrades to the related projects' water infrastructure would be required to be implemented by the applicants of those projects. Therefore, the cumulative impact would be less than significant.

Wastewater

The focus of this cumulative impacts analysis is on the combined impact of the Project and the 139 related projects (see Section II.5 [Related Projects]) with respect to the topics listed in the wastewater analysis above, including wastewater treatment requirements, facilities, and capacities. The cumulative impacts wastewater study area is the HTP service area.

Implementation of the Project in combination with the related projects and other projects within the service area of the HTP would generate additional wastewater that would be treated at HTP. Currently, the HTP treats an average of 275 mgd in dry weather, which can double in wet weather; however, the HTP has capacity to treat a maximum daily flow of 450 mgd and peak wet weather flow of 800 mgd. This equals a typical remaining capacity of 175 mgd of wastewater able to be treated at the HTP. Therefore, the HTP would have adequate capacity to serve the additional wastewater demanded by the Project (0.03 mgd) and the related projects within the HTP service area. A less than significant cumulative impact would occur.

With respect to wastewater infrastructure in the City, under the rules and regulations established in the City's Sewer Allocation Ordinance (Ordinance No. 166,060), the Bureau of Sanitation assesses the anticipated wastewater flows from development projects at the time of connection, and makes the appropriate decisions on how best to connect to the local sewer lines at the time of construction. The applicants for each of the related projects would be required to submit a Sewer Capacity Availability Request to verify the anticipated sewer flows and points of connection and to assess the condition and capacity of the sewer lines receiving additional sewer flows from the Project and other cumulative development projects. If it is determined that the sewer system in the local area has insufficient capacity to serve a particular development, the developer of that project may be required to replace or build new sewer lines to a point in the sewer system with sufficient capacity to accommodate that project's increased flows. Each project would be evaluated on a case-by-case basis and would be required to consult with the Bureau of Sanitation and comply with all applicable City and State water conservation programs and sewer allocation ordinances. Therefore, the cumulative impact would be less than significant.

Solid Waste

The focus of this cumulative impacts analysis is on the combined impact of the Project and the 139 related projects (see Section II.6 [Related Projects]) with respect to the topics listed in the solid waste analysis above, including landfill capacity and compliance with solid waste statutes and regulations. The cumulative impacts study area for solid waste are the areas in the City served by the above-identified landfills.

Implementation of the Project in combination with the related projects and other projects within the Southern California region that are serviced by area landfills will increase regional demands on landfill capacities. Construction of the Project and related projects would generate C&D waste, resulting in a cumulative increase in the demand for inert (unclassified) landfill capacity. Given the requirements of the Citywide C&D Debris Recycling Ordinance (Ordinance No. 181,519), which requires all mixed C&D waste generated within City limits be taken to a City-certified C&D waste processor, it is anticipated that future cumulative development within the City would also implement similar measures to divert C&D waste from landfills. Furthermore, as described above, the inert landfills do not face capacity issues, as 62.34 million tons of capacity remain for such waste in Los Angeles County, and thus, these landfills would be expected to have sufficient capacity to accommodate cumulative demand. Therefore, cumulative impacts from the C&D waste would be less than significant.

Operation of the Project in conjunction with the related projects would generate municipal solid waste and result in a cumulative increase in the demand for waste disposal capacity at Class III landfills. The Countywide demand for landfill capacity is continually evaluated by Los Angeles County through preparation of the County Integrated Waste Management Plan Annual Reports. Each Annual Report assesses future landfill disposal needs over a 15-year planning horizon. As such, the 2014 Annual Report (published December 2015 and the most recent available) projects waste generation and available landfill capacity through 2029. Based on the 2014 Annual Report, Los Angeles County has the projected disposal capacity through 2029.[93] The Project's estimated increase in operational solid waste generation, in conjunction with the related projects, would represent an insignificant portion of the estimated solid waste that is anticipated to be generated in the Project's build-out year.[94] Moreover, a State-mandated 75 percent landfill diversion rate is required by 2020, which would reduce the amount of solid waste being landfilled for the related projects. Therefore, cumulative impacts from operational solid waste would be less than significant.

19. MANDATORY FINDINGS OF SIGNIFICANCE

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

Less Than Significant Impact. For the purpose of this analysis, a significant impact could occur if a project would have an identified potentially significant impact for any of the above issues, as discussed in the preceding sections.

The Project is located in an urbanized, populated area and would have no unmitigatable impacts with respect to biological and cultural resources. The Project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Therefore, impacts would be less than significant with mitigation and no mitigation measures are required.

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

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

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[93] *Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan, 2014 Annual Report, published December 2015, page 7, website: http://dpw.lacounty.gov/landing/wasteManagement.cfm, accessed: November 10, 2016*

[94] *Ibid, Appendix E-2 Table 5.*

As concluded throughout this IS/MND, the Project's cumulative impact related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, and utilities would be less than significant. Therefore, impacts would be less than significant. No mitigation measures are required.

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

Less Than Significant Impact. For the purpose of this analysis, a significant impact may occur if the project has the potential to result in significant impacts, as discussed in the preceding sections.

The analysis contained in this IS/MND concludes that the Project would not result in significant and unavoidable adverse effects after implementation of mitigation measures, where appropriate. Therefore, this impact would be less than significant and no additional mitigation measures are required.

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VI. ACRONYMS & ABBREVIATIONS

AB	Assembly Bill
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
Basin	South Coast Air Basin
BMPs	Best Management Practices
CARB	California Air Resources Board
C&D	Construction and demolition
CalEEMod	California Emissions Estimator Model
California Register	California Register of Historical Resources
CALGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CFGC	California Fish and Game Code
City	City of Los Angeles, California
CMA	Critical Movement Analysis
CMP	Congestion Management Program
Community Plan	Hollywood Community Plan
ESCP	Erosion and Sediment Control Plan
ESA	Environmental Site Assessment
EV	Electric vehicle
EVSE	Electric vehicle supply equipment
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
General Plan	City of Los Angeles General Plan
GHG	Greenhouse gas
HCM	Historic-Cultural Monument
HTP	Hyperion Treatment Plant
HVAC	Heating, ventilation, and air conditioning

IS/MND	Initial Study/Mitigated Negative Declaration
ITE	Institute of Transportation Engineers
LAAFP	Los Angeles Aqueduct Filtration Plant
LADBS	City of Los Angeles Department of Building and Safety
LADOT	City of Los Angeles Department of Transportation
LADRP	City of Los Angeles Department of Recreation and Parks
LADWP	City of Los Angeles Department of Water and Power
LAFD	City of Los Angeles Fire Department
LAMC	Los Angeles Municipal Code
LAPD	City of Los Angeles Police Department
LAPL	Los Angeles Public Library
LARWQCB	Los Angeles Regional Water Quality Control Board
LAUSD	Los Angeles Unified School District
LID	Low Impact Development
LSTs	Localized Significance Thresholds
MBTA	Migratory Bird Treaty Act
Metro	Los Angeles County Metropolitan Transportation Authority
MRZ	Mineral Resource Zone
MWD	Metropolitan Water District of Southern California
NAHC	Native American Heritage Commission
National Register	National Register of Historic Places
NPDES	National Pollution Discharge Elimination System
PRC	Public Resources Code
RCP	Regional Comprehensive Plan
REC	Recognized environmental condition
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District

SOHP	State Office of Historic Preservation
SRA	Source Receptor Area
SRCRD	Solid Resources Citywide Recycling Division
Standards	Secretary of the Interior's Standards for the Treatment of Historic Properties
SUSMP	Standard Urban Stormwater Mitigation Plan
SWPPP	Stormwater Pollution Prevention Plan
TCR	Tribal Cultural Resource
TPA	Transit Priority Area
UWMP	Urban Water Management Plan
Walkability Checklist	Walkability Checklist: Guidance for Entitlement Review
WPA	Works Progress Administration

Chemical Symbols and Measurement Abbreviations

AF/Y	Acre-feet per year
CH_4	Methane
CNEL	Community Noise Equivalent Level
CO	Carbon monoxide
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalents
dBA	A-weighted decibel
FAR	Floor-to-area ratio
gpd	Gallons per day
gpm	Gallons per minute
H_2O	Water vapor
HFCs	Hydrofluorocarbons
lbs	Pounds
LOS	Level of Service
mgd	Million gallons per day
$MTCO_2e$	Metric tons of carbon dioxide equivalent
N_2O	Nitrous oxide

NO_2	Nitrogen dioxide
NO_X	Nitrogen Oxides
O_3	Ozone
PFCs	Perfluorocarbons
PM_{10}	Respirable Particulate Matter
$PM_{2.5}$	Fine Particulate Matter
ppm	Parts per million
PPV	Peak particle velocity
PSI	Pounds per square inch
RMS	Root mean square
sf	Square feet
SF_6	Sulfur hexafluoride
SO_X	Sulfur Oxides
tpd	Tons per day
V/C	Volume-to-capacity
VdB	Velocity in decibels
VOC	Volatile organic compounds
vph	Vehicles per hour
vphpl	Vehicles per hour per lane