

EXHIBIT E

ENVIRONMENTAL DOCUMENTS

ENV-2018-3545-MND

Mitigated Negative Declaration: <https://planning.lacity.gov/odocument/5d0a7a79-8b76-4452-ae73-ea3e85ffdeac/ENV-2018-3545.pdf>

Appendix A – Air Quality Study: <https://planning.lacity.gov/odocument/71ce8300-e3a6-43c5-87c3-8bc242dce39e/ENV-2018-3545-A.pdf>

Appendix B – Phase II Environmental Site Assessment:
<https://planning.lacity.gov/odocument/cc644bb1-037b-4ed9-832c-1f94b5d05657/ENV-2018-3545-B.pdf>

Appendix C – Noise Study: <https://planning.lacity.gov/odocument/30090b8f-4e6f-4691-b456-edf06d29ea8a/ENV-2018-3545-C.pdf>

Appendix D – Traffic Study: <https://planning.lacity.gov/odocument/0ca0cc49-8879-449d-84d3-6e025844f051/ENV-2018-3545-D.pdf>

Appendix E – Cultural Resources Documents:
<https://planning.lacity.gov/odocument/40aa6722-67b3-45b6-8b84-1d6ea74053d2/ENV-2018-3545-E.pdf>

E1 – Department of Transportation

E2 – Tree Disclosure Statement


E3 – Technical Memorandum

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

2250 W Pico Blvd
DOT Case No. CEN 17-45372

Date: March 16, 2017

To: Karen Hoo, City Planner
Department of City Planning

From: 
Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT STUDY FOR THE PROPOSED MIXED-USE
RESIDENTIAL PROJECT LOCATED AT 2250 WEST PICO BOULEVARD**

DOT has reviewed the transportation analysis dated February 17, 2017 prepared by Linscott, Law & Greenspan Engineers, for the proposed hotel project located at **2250 WEST PICO BOULEVARD**. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. The traffic study included the detailed analysis of seven intersections. Based on DOT's traffic impact criteria¹, none of the study intersections included in the traffic analysis are expected to be significantly impacted by project-related traffic, as noted in **Attachment 1**. The results of the traffic analysis accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community.

DISCUSSION AND FINDINGS

A. Project Description

The proposed project of 125-room hotel will replace a 9,627 square foot supermarket. The project will provide at grade parking as well as a subterranean parking garage. Vehicular access will be accommodated via one full access driveway located off Pico Boulevard and the existing north-south alley that bisects the Project Site. The north-south alley will provide access to the ground floor parking, loading area, and subterranean parking levels. The project is expected to be completed by 2019.

B. Trip Generation

The project is estimated to generate a net increase of 409 daily trips, 45 trips in the a.m. peak hour, and 19 trips in the p.m. peak hour. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. A copy of the trip generation table can be found in **Attachment 2**.

¹ Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

C. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments. To comply with the Freeway Impact Analysis Agreement executed between Caltrans and DOT in October 2013, the study also included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. The project did not meet or exceed any of the four thresholds defined in the latest agreement, updated in December 2015. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. No additional freeway analysis was required.

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Highway Dedication And Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **West Pico Boulevard** is designated as an Avenue II, which would require a 28- foot half-width roadway and a 43-foot half-width right-of-way. **South Arapahoe Street** is designated as a Local Street-Standard, which would require an 18- foot half-width roadway and a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The project will provide ground floor parking and subterranean parking levels. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation

The proposed site plan illustrated in **Attachment 3** is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and

incorporated early into the building and parking layout plans. All new driveways should be Case 2 driveways and any security gates should be a minimum 20 feet from the property line. All truck loading and unloading should take place on site with no vehicles backing into the project via any of the project driveways.

E. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Johnathan Yu of my staff at (213) 972-4993.

Attachments

J:\Letters\2017\CEN17-45372_2550 W Pico Blvd_Hotel.docx

c: Gerald Gubatan, Council District No. 1
Mehrdad Moshksar, Central District, DOT
Taimour Tanavoli, Case Management Office, DOT
Carl Mills, Central District, BOE
Mark Bueno, Linscott, Law & Greenspan, Engineers

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

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS

17-Feb-17

NO.	INTERSECTION	PEAK HOUR	[1]		[2]			[3]		[4]				
			YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING W/PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2019 FUTURE PRE-PROJECT V/C	LOS	YEAR 2019 FUTURE W/PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]
1	Vermont Avenue / Pico Boulevard	AM PM	0.703 0.699	C B	0.707 0.701	C C	0.004 0.002	NO NO	0.909 0.977	E E	0.914 0.979	E E	0.005 0.002	NO NO
2	Magnolia Avenue / Pico Boulevard	AM PM	0.329 0.472	A A	0.337 0.476	A A	0.008 0.004	NO NO	0.493 0.695	A B	0.504 0.699	A B	0.011 0.004	NO NO
3	Magnolia Avenue / Venice Boulevard	AM PM	0.473 0.457	A A	0.473 0.457	A A	0.000 0.000	NO NO	0.561 0.574	A A	0.561 0.575	A A	0.000 0.001	NO NO
4	Hoover Street / Olympic Boulevard	AM PM	0.873 0.834	D D	0.875 0.834	D D	0.002 0.000	NO NO	1.036 1.107	F F	1.038 1.108	F F	0.002 0.001	NO NO
5	Hoover Street / Pico Boulevard	AM PM	0.663 0.728	B C	0.667 0.729	B C	0.004 0.001	NO NO	0.832 0.957	D E	0.835 0.958	D E	0.003 0.001	NO NO
6	Hoover Street / Venice Boulevard	AM PM	0.769 0.813	C D	0.770 0.814	C D	0.001 0.001	NO NO	1.003 1.064	F F	1.004 1.065	F F	0.001 0.001	NO NO
7	Alvarado Street / Pico Boulevard	AM PM	0.592 0.719	A C	0.594 0.720	A C	0.002 0.001	NO NO	0.718 0.895	C D	0.720 0.896	C D	0.002 0.001	NO NO

[a] According to LADOT's "Traffic Study Policies and Procedures", August 2014, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

<u>Final v/c</u>	<u>LOS</u>	<u>Project Related Increase in v/c</u>
0.701 - 0.800	C	equal to or greater than 0.040
0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E, F	equal to or greater than 0.010

ATTACHMENT 2 Project Trip Generation Estimates

Table 7-1
PROJECT TRIP GENERATION [1]

05-Feb-17

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
<i>Proposed Project</i> Hotel [3]	125 Rooms	1,021	39	27	66	38	37	75
<i>Proposed Transit Trips [4]</i> Hotel (5%)		(51)	(2)	(1)	(3)	(2)	(2)	(4)
<i>Existing Site</i> Supermarket [5]	(9,627) GSF	(984)	(20)	(13)	(33)	(46)	(45)	(91)
<i>Existing Transit Trips [4]</i> Supermarket (5%)		49	1	1	2	2	2	4
Net Project Driveway Subtotal		35	18	14	32	(8)	(8)	(16)
<i>Existing Pass-By Trips [6]</i> Supermarket (40%)		374	8	5	13	18	17	35
NET PROJECT TRIPS		409	26	19	45	10	9	19

[1] Source: ITE "Trip Generation", 9th Edition, 2012.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 310 (Hotel) trip generation average rates

- Daily Trip Rate: 8.17 trips/Rooms; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 0.53 trips/Rooms; 59% inbound/41% outbound

- PM Peak Hour Trip Rate: 0.60 trips/Rooms; 51% inbound/49% outbound

[4] The transit reduction is based on the site's proximity to a various bus lines as well as the land use characteristics of the project.

[5] ITE Land Use Code 850 (Supermarket) trip generation average rates.

- Daily Trip Rate: 102.24 trips/1000 GSF; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 3.40 trips/1000 GSF; 62% inbound/38% outbound

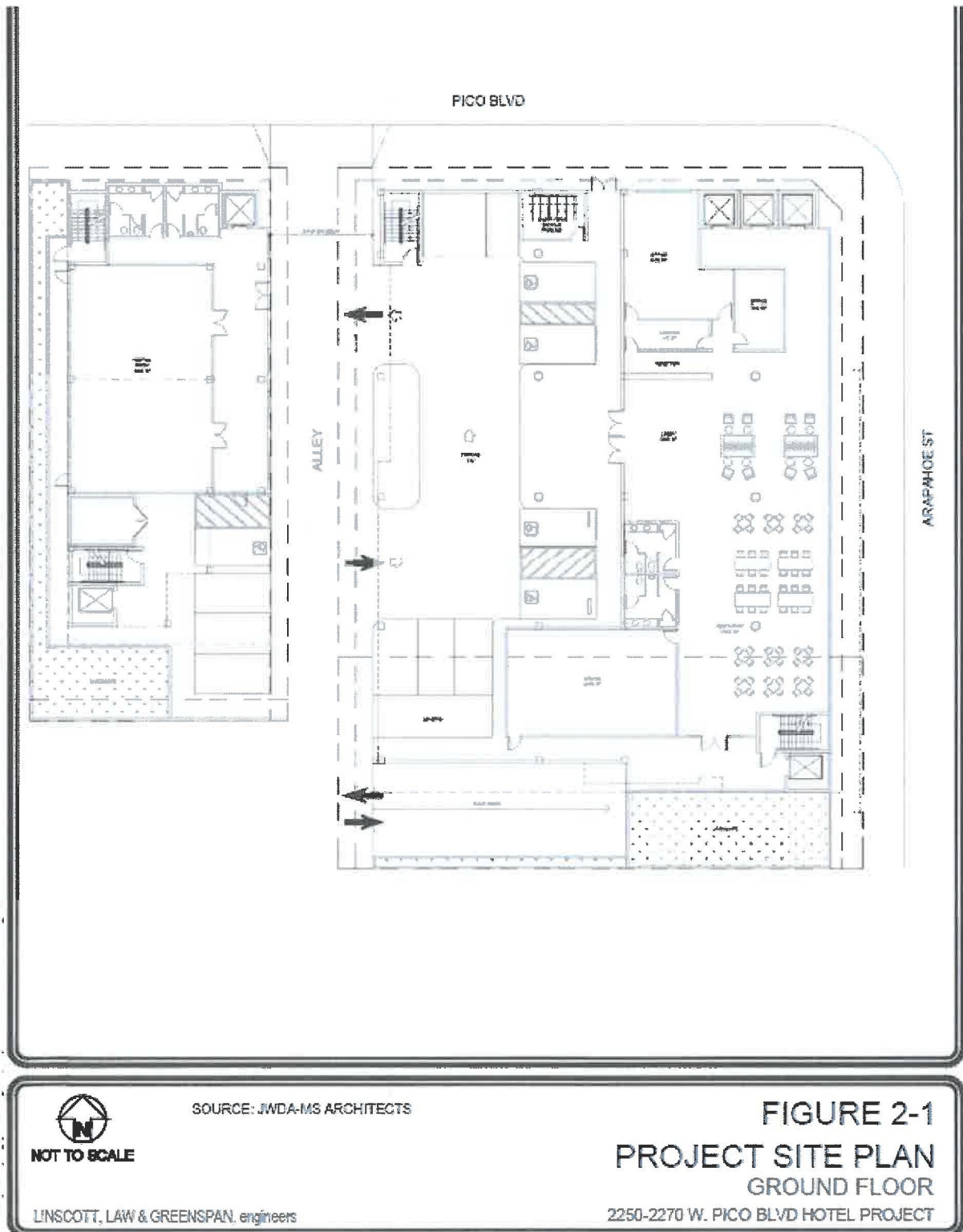
- PM Peak Hour Trip Rate: 9.48 trips/1000 GSF; 51% inbound/49% outbound

[6] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion.

Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site.

The trip reduction for pass-by trips has been applied to the commercial component of the Project based on the "LADOT Traffic Study Policies and Procedures", August 2014 for Supermarket.

ATTACHMENT 3
Project Site plan





TREE DISCLOSURE STATEMENT

Los Angeles Municipal Code (LAMC) Section 46.00 requires disclosure and protection of certain trees located on private and public property, and that they be shown on submitted and approved site plans. Any discretionary application on a property that includes changes to the building footprint or any other change to the areas of the property not currently built upon or paved, including demolition, grading, or fence permit applications, or any discretionary change that could potentially remove or affect trees or shrubs, shall provide a Tree Disclosure Statement completed and signed by the Property Owner.

If the Tree Disclosure Statement indicates that there are any protected trees or protected shrubs on the project site and/or any trees within the adjacent public right-of-way that may be impacted or removed as a result of the project, a Tree Report ([CP-4068](#)) will be required, and the field visit must be conducted by a qualified Tree Expert, prepared and conducted within the last 12 months.

Property Address: 2250 W. Pico Blvd Los Angeles, CA 90006

Date of Field Visit: 7-22-2024

Does the property contain any of the following protected trees or shrubs?

☐ Yes (Mark any that apply below)

- ☐ Oak, including Valley Oak (*Quercus lobota*) and California Live Oak (*Quercus agrifolia*) or any other tree of the oak genus indigenous to California, but excluding the Scrub Oak
- ☐ Southern California Black Walnut (*Juglans californica*)
- ☐ Western Sycamore (*Platanus racemosa*)
- ☐ California Bay (*Umbellularia californica*)
- ☐ Mexican Elderberry (*Sambucus mexicana*)
- ☐ Toyon (*Heteromeles arbutifolia*)

☒ No

Does the property contain any street trees in the adjacent public right-of-way?

☐ Yes ☒ No

Does the project occur within the Mt. Washington/Glassell Park Specific Plan Area and contain any trees 12 inches or more diameter at 4.5 feet above average natural grade at base of tree and/or is more than 35 feet in height?

☐ Yes ☒ No

Does the project occur within the Coastal Zone and contain any of the following trees?

☐ Yes (Mark any that apply below)

- ☐ Blue Gum Eucalyptus (*Eucalyptus globulus*)
- ☐ Red River Gum Eucalyptus (*Eucalyptus camaldulensis*)
- ☐ Other Eucalyptus species

☒ No

Have any trees or shrubs been removed in the last two years?

☐ Yes ☒ No

If Yes, were any protected species (as listed in Ordinance No. 186,873)?

☐ Yes ☐ No

If Yes, provide permit information: _____

Tree Expert Credentials (if applicable)

Name of Tree Expert: _____

Mark which of the following qualifications apply:

- ☐ Certified arborist with the International Society of Arboriculture who holds a license as an agricultural pest control advisor
- ☐ Certified arborist with the International Society of Arboriculture who is a licensed landscape architect
- ☐ Registered consulting arborist with the American Society of Consulting Arborists

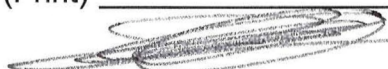
Certification/License No.: _____

Owner's Declaration

I acknowledge and understand that knowingly or negligently providing false or misleading information in response to this disclosure requirement constitutes a violation of the Los Angeles Municipal Code Section 46.00, which can lead to criminal and/or civil legal action. I certify that the information provided on this form relating to the project site and any of the above trees and/or biological resources is accurate to the best of my knowledge.

Name of the Owner (Print) Helen Chen

Owner Signature



Date 7-22-2024

MEMORANDUM

Date: October 26, 2023

To: Sergio Ibarra, City Planner
Los Angeles City Planning

From: Tony Locacciato, AICP

Subject: ENV-2018-3545-MND - 2250 Pico Boulevard Hotel Project

The City adopted the MND for the 2250 Pico Boulevard Hotel Project (Project) on November 4, 2020. The Project would include the demolition of an existing 9,627 square-foot market and surface parking areas and construction of a 2-building, 6-story hotel building above three levels of subterranean parking. The Project would contain 125 rooms on a 28,345-square foot property. The Project would include approximately 130 automobile parking spaces. The Floor Area Ratio (FAR) of the proposed building would be 2.99:1 and the maximum height would be approximately 76½ feet to the top of the roof parapet.

Project approvals requested include (1) a General Plan Amendment pursuant to Section 11.5.6 of the LMAC to amend the designation of the Project Site on the South Los Angeles Community Plan Land Use Map from Commercial Manufacturing and Low Medium II to Neighborhood Commercial; (2) a Vesting Zone Change and Height District Change from [Q]C2-1 and RD1.5-1 to C2-2, pursuant to Section 12.32 of the LAMC; (3) a Conditional Use Permit to allow the construction, use, and maintenance of a hotel within 500 feet of any residence, pursuant to Section 12.24W.24 of the LAMC; and (4) site plan review. In addition, the Project would require approval of permits from the City associated with construction of the project, including demolition and building permits.

No changes to the proposed project have been made since adoption of the MND in November 2020. A summary of the information and conclusions in the Adopted MND is provided below for each topic with updated information, where relevant, for each topic. Based on this update, there is no new information or changes in the circumstances under which the Project would occur that result in changes to the conclusions in the Adopted MND.

I. AESTHETICS

The Project Site is not located within or along a designated scenic corridor or roadway. The Project Site is within the field of view of surrounding mountain ranges. However, the existing level of development on the site and in the surrounding area limits views across and beyond the site from surrounding roadways and for this reason, no available scenic vistas would be affected by the Project. No historic buildings, rock outcroppings, or unique geologic features exist on the Project Site. The Project would be consistent with the general visual character of the Pico Union neighborhood and would utilize materials and finishes typical of modern hotel structures within the surrounding area.

The visual character of the Project Site and the surrounding area have not changed substantially since the adoption of the MND in November 2020. No new information of substantial importance has become available related to the visual character of the Project Site and the surrounding area as described and

considered in the MND. The Project is located within a Transit Priority Area and impacts would be less than significant.

II. AGRICULTURE AND FORESTRY RESOURCES

The Project Site is currently developed with a single-story market and related surface parking and is subject to the applicable land use and zoning requirements of the LAMC. The Project Site has land use designations of Commercial Manufacturing and Low Medium II Residential and is zoned for commercial uses [C2-1] and residential uses [RD1.5-1]. As such, the Project Site is not zoned for agricultural production, and there is no farmland or natural vegetation at the Project Site.

No new information of substantial importance has become available related to Agriculture and Forestry Resources and the existing conditions as described in the MND remain unchanged. Accordingly, impacts from the Project remain less than significant.

III. AIR QUALITY

The South Coast Air Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin. The SCAQMD has developed specific CEQA air quality significance thresholds to assess potential impacts that may result from construction and operation of projects.

The Project would contribute to regional and localized air pollutant emissions during construction and Project operation. These construction activities would create emissions of dust, fumes, equipment exhaust, and other air contaminants. Daily emissions that are estimated for peak construction days for each construction phase (on- and off-site) do not exceed the regional thresholds of significance set by the SCAQMD. Operational emissions that are estimated for normal day-to-day activities of the Project would not exceed the regional thresholds of significance set by the SCAQMD. The Project would not result in a substantial change in population or employment growth within the City of Los Angeles. It was determined that emissions generated by the Project would have less than significant impacts on sensitive receptors in the area and are not anticipated to generate objectionable odors.

No new information of substantial importance has become available related to air quality and the circumstances discussed in the MND remain unchanged. The air quality impact from the Project remains less than significant.

IV. BIOLOGICAL RESOURCES

The Project Site is located within a developed and urbanized area within the City of Los Angeles. The Project Site is occupied by an existing market and related surface parking lot. The Project Site does not contain any critical habitat or support 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 (CDFW) or US Fish and Wildlife Service (USFWS). The Project Site does not have the potential to support any riparian or wetland habitat as defined by Section 404 of the Clean Water Act. The Project Site is not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. No street trees or sensitive species were identified on the Project Site.

No new information of substantial importance has become available related to biological resources on the site or in the area the Project is located in. The impact of the Project on biological resources remains less than significant.

V. CULTURAL RESOURCES

The Project Site is currently developed with a market and related surface parking, is located within an urbanized area and has been subject to grading and development in the past. The existing structures are not designated for listing on the National Register of Historic Places, California Register of Historic Places, or the Los Angeles Historic Cultural Monument list. Additionally, the existing structures have not been identified as culturally significant through SurveyLA, a comprehensive program by the City of Los Angeles Office of Historic Resources to identify significant historic resources. Construction and operation of the Project would not alter the physical characteristics, historic context, or feeling associated with nearby historic resources. A records search of the California Historic Resource Information System did not reveal any record of archaeological resources found in the vicinity of the Project Site. No known burial sites are located on or adjacent to the Project Site.

No new information of substantial importance has become available related to Cultural Resources and the analysis and conclusions in the MND remain unchanged. The impact of the Project on cultural resources remains less than significant.

VI. ENERGY

The Project would be designed and operated in accordance with the applicable State Building Code Title 24 regulations, the California Green Building code, and City of Los Angeles Green Building Code which impose energy conservation measures and are mandatory under the City of LA Building Code. The majority of the energy usage in the Project consists of lighting and climate control. Adherence to the aforementioned energy requirements will ensure conformance with the State's goal of promoting energy and lighting efficiency.

No new information of substantial importance has become available related to energy and the analysis and conclusions in the MND remain unchanged. The energy impact of the Project remains less than significant.

VII. GEOLOGY AND SOILS

According to the City's General Plan, the Project Site is not located within a seismic hazard zone for liquefaction, landslide, or faulting, as delineated by the State of California. The Project Site is not located within an Alquist-Priolo Earthquake Fault Zone. The nearest potentially active faults are the Puente Hills Blind Thrust Fault, the Santa Monica-Hollywood Fault, and the Newport-Inglewood-Rose Canyon strike-slip fault, all within 5 miles of the Project Site. However, the potential risk for surface fault rupture through the Project Site is considered low.

No septic tanks or alternative disposal systems would be utilized.

The Project Site and immediate surrounding areas do not contain any known vertebrate paleontological resources.

The Project would conform to all applicable provisions of the California Building Code seismic standards with respect to new construction, as approved by the Department of Building and Safety. The grading plan

would conform to the City's Landform Grading Manual Guidelines, subject to approval by the Department of City Planning and the Department of Building and Safety's Grading Division. Adherence to current building codes and engineering practices would ensure that the Project would not expose 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.

No new information of substantial importance has become available related to geology and soils and circumstances and the analysis and conclusions in the MND remain unchanged. Potential impacts related to the geological and soils conditions on the site will be mitigated to less than significant with implementation of the mitigation measures identified in the MND.

VIII. GREENHOUSE GAS EMISSIONS

Construction and operational GHG emissions were modeled using CalEEMod for each year of construction of the Project and for the typical year of operation. The estimated emissions from existing uses on the site were subtracted from the estimated emissions resulting from the Project in order to calculate a potential net change in emissions. The net increase in GHG emissions generated by the Project would be 680 MTCO₂e per year. Although GHG emissions have been quantified for the project, CARB, SCAQMD, and the City of Los Angeles have yet to adopt project-level significance thresholds for GHG emissions that would be applicable to the Project.

The Project would be consistent with the planned land uses and employment growth for Los Angeles and would be consistent with the City's goals and actions to reduce the generation and emission of GHGs from both public and private activities pursuant to the applicable portions of the South Los Angeles Community Plan, LA Green Plan and Sustainable City pLAN.

No new information of substantial importance has become available related to Greenhouse Gas Emissions and the analysis and conclusions in the MND remain unchanged. The Greenhouse Gas Emissions of the Project remain less than significant.

IX. HAZARDS AND HAZARDOUS MATERIALS

The types and amounts of hazardous materials that would be used in connection with the Project would include typical housekeeping products used for cleaning, landscaping, or other routine maintenance. The routine use and disposal of normal products is not considered to create a significant hazard to the public or the environment. Construction of the Project would involve the temporary use of potentially hazardous materials, however all potentially hazardous materials would be used and stored in accordance with applicable Federal, State, and Local regulations.

If asbestos-containing materials (ACMs) are identified at the Project Site, the Project Applicant would be required to comply with the SCAQMD Rule 1403, which details procedures for ACMs, as well as all other applicable State and Federal rules and regulations regarding the disposal of ACMs. If lead-based paint is identified at the Project Site, the Project Applicant would be required to comply with the applicable OSHA regulations regarding the handling and disposal of lead-based paint. According to the City's parcel records, the Project Site is not located within a Methane Buffer Zone. According to the Radon Potential Zone Map for Southern Los Angeles County, California, the Project Site is not located within a radon zone.

No aboveground storage tanks have been identified at the Project Site, nor was there any indication of an underground storage tank on the Project Site. The Project would not create a significant hazard through

hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No airports are located within 2 miles of the Project Site. The Project Site is not located in a Very High Fire Hazard Severity Zone.

While it is expected that the majority of construction activities for the Project would be confined to the Project Site, limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day, which may result in temporary lane closures that could have the potential to interfere with established emergency response or evacuation plans. However, any such closures would be temporary in nature and would be coordinated with the City of Los Angeles Departments of Transportation, Building and Safety, and Public Works.

No new information of substantial importance has become available related to Hazards and Hazardous Materials and the analysis and conclusions in the MND remain unchanged. Impacts related to Hazards and Hazardous Materials remain less than significant.

X. HYDROLOGY AND WATER QUALITY

Under the NPDES General Construction Permit for Los Angeles County issued by the Los Angeles Regional Water Quality Control Board, the Project Applicant is responsible for preparing a Storm Water Pollution Prevention Plan (SWPPP) to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system. Surface water runoff from the Project Site would continue to be collected on the Project Site and directed toward existing storm drains in the Project vicinity that have adequate capacity. Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits.

Pursuant to local practice and City policy, stormwater retention will be required as part of the Low Impact Development (LID) and SUSMP implementation features (despite no increased imperviousness of the site). The Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first three-quarters of an inch of rainfall in a 24-hour period, which would reduce the Project's impact on stormwater collection facilities. Full compliance with the LID Ordinance and implementation of Best Management Practice (BMPs) would ensure that the operation of the Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality.

The Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The Project Site is in an urbanized area, and no changes to local drainage patterns would occur with implementation of the Project. The Project would also comply with water quality standards and wastewater discharge requirements set forth by the LID/SUSMP for Los Angeles County and Cities in Los Angeles County and approved by the Los Angeles Regional Water Quality Control Board (LARWQCB).

According to the Safety Element of the City General Plan, the Project Site is not located within a potential inundation area. The Project is not adjacent to a well field nor part of a substantial groundwater recharge area. The Project Site is not located in a potential seiche or tsunami zone and there are no sources of mudflow within the vicinity of the Project Site.

No new information of substantial importance has become available related to Hydrology and Water Quality, and the analysis and conclusions in the MND remain unchanged. Impacts related to Hydrology and Water Quality remain less than significant.

XI. LAND USE AND PLANNING

No alteration of the existing street pattern is proposed and no separation of uses or disruption of access affecting surrounding land use types would occur as a result of the Project. Therefore, the Project would not significantly disrupt or divide the physical arrangement of the established community.

By redeveloping an underutilized commercial property with a denser mixed-use project that is within walking distance of a transit hub the Project is consistent with the SCAG Regional Comprehensive Plan/Sustainable Community Strategy.

The Project includes a request to amend the Community Plan Land Use Map to designate the site as Neighborhood Commercial, with which the Project would be consistent. As this request for change in land use designation aligns with the Community Plan update adopted by the City, the Project is consistent with the City of Los Angeles General Plan.

The Project is consistent with the uses under the current and previous zoning classifications as outlined in the Los Angeles Municipal Code. The Project would exceed the Height District limitations and therefore the Project includes a requested Height District Change to Height. This building intensity would be within the guidance of the General Plan Framework regarding Mixed Use Boulevards.

No new information of substantial importance has become available related to Land Use and Planning, and the analysis and conclusions in the MND remain unchanged. Impacts related to Land Use and Planning remain less than significant.

XII. MINERAL RESOURCES

The Project Site is not located within a designated MRZ-2 Area, an Oil Drilling/Surface Mining Supplemental Use District, or an Oil Field/Drilling Area. No mineral resources are known to exist beneath the Project Site. The Project Site is not designated as a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

No new information of substantial importance has become available related to Mineral Resources and the analysis and conclusions in the MND remain unchanged. Impacts related to Mineral Resources remain less than significant.

XIII. NOISE

Trucks traveling to and from the Project Site would be required to travel along a haul route approved by the City of Los Angeles. The Project shall equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers, consistent with the manufacturer's standards and specifications. Even with this implementation, individual pieces of construction equipment anticipated during Project construction could produce maximum noise levels of 75 dBA to 90 dBA at a reference distance of 50 feet from the noise source, resulting in the potential for significant impacts at noise sensitive land uses located around the site. Mitigation Measures MM NOI-1 and MM NOI-2 were identified in the Adopted MND to reduce noise levels to a less than significant level.

The nearest off-site residential building is located approximately 50 feet to the south of the existing building on the Project Site. The biggest source of vibration, large bulldozers, would be expected to

generate vibration levels of approximately 0.031 inches per second PPV or less and would not generate vibration levels in excess of 0.5 inches per second PPV. Therefore, construction vibration impacts would be less than significant and mitigation measures are not required.

The proposed hotel uses will not result in substantial increases in periodic noise. The primary long-term noise source associated with the Project would be Project-related traffic. However, the Project would not result in a substantial increase in existing traffic volumes.

No new information of substantial importance has become available related to noise and the analysis and conclusions in the MND remain unchanged. Impacts related to Noise would remain less than significant with implementation of the mitigation measures in the Adopted MND.

XIV. POPULATION AND HOUSING

The Project would not result in the displacement of any existing people or housing units. Implementation of the Project would accommodate hotel guests and would not add permanent residents to the area. According to an Employment Density Study conducted by SCAG, for a hotel with 77,282 gross square feet, there would be an addition of approximately 66 employees on the Project Site. These employees are likely to come from the greater Los Angeles area and would therefore not significantly increase the population. As such, the Project would not cause substantial growth.

No new information of substantial importance has become available related to Population and Housing and the analysis and conclusions in the MND remain unchanged. Impacts related to Population and Housing remain less than significant.

XV. PUBLIC SERVICES

The incremental increase in employees and individuals that would be introduced to the Project Site as a result of the Project would not substantially affect the provision of fire protection given the location of the Project Site in an urbanized area and the close proximity to existing fire stations. As such, implementation of the Project would not require new or physically altered LAFD facilities.

As previously stated, the increase in daily employment that would occur with the Project would not be substantial. Nonetheless, responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons would be anticipated to rise as a result of the increased onsite activity and increased traffic on adjacent streets and arterials. However, as a result of security lighting and other public safety features, any increase in demands on police services would be relatively low and would not necessitate the construction of a new police station.

The Project is not anticipated to contribute to overall population growth within the LAUSD service area, and therefore is not expected to generate demand for LAUSD school services. Given the multiple branches serving the area, as well as the other library facilities, new or physically altered library facilities would not be needed to serve the Project. Similarly, the Project would not result in a substantial change in the service demands on existing park facilities nor the need to construct new facilities.

No new information of substantial importance has become available related to Public Services and the analysis and conclusions in the MND remain unchanged. Impacts related to Public Services remain less than significant.

XVI. RECREATION

The proposed Project would result in an increase in the number of visitors and employees to the area. Visitors would be temporary users of the recreational facilities, and as noted above, there would be an increase of approximately 66 employees to the Project Site. The Project includes on-site recreational amenities intended to serve some of the needs of the hotel guests. While future visitors and employees of the Project may utilize recreation and park facilities in the surrounding area, this use would be occasional and the Project would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities to the extent that substantial physical deterioration of such facilities would result.

No new information of substantial importance has become available related to Recreation and the analysis and conclusions in the MND remain unchanged. Impacts related to Recreation facilities remain less than significant.

XVII. TRANSPORTATION

The MND concluded that the Project would not cause any significant traffic impacts compared to existing conditions in either the AM or PM peak hours. Based on the City's significance criteria, the change in traffic flow generated by the Project when compared to conditions without the Project is not anticipated to result in a significant impact at any of the study intersections under future conditions.

Construction activity could result in disruption of sidewalks or travel lanes adjacent to the Project Site. This could have an impact on pedestrian and vehicular safety as well as an impact on pedestrian activity at the nearby schools. Therefore, impacts are potentially significant, and mitigation is necessary. The incorporation of mitigation measures MM-TRANS-1, MM-TRANS-2, and MM-TRANS-3 into the Project would reduce construction traffic impacts to a less than significant level.

The proposed driveway modifications would be designed and constructed to ensure the safety of vehicular and pedestrian circulation in the Project area, and no hazardous design features are included in the access design or site plan for the Project that could impede emergency access.

Construction of the Project Site may require temporary and/or partial street and sidewalk closures due to construction activities. Any such closures would be temporary in nature and would be coordinated with the City of Los Angeles Departments of Transportation, Building and Safety, and Public Works. While such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The Project would not be expected to result in inadequate emergency access.

At the time the MND was prepared and adopted, the City's current VMT analysis guidelines had not yet been adopted. VMT impacts were determined to be less than significant based on the proximity of the site to a high-quality transit corridor. Subsequent to issuance of the Proposed MND, the Los Angeles Department of Transportation (LADOT) updated the City's Transportation Assessment Guidelines including the City's Travel Demand Forecasting (TDF) Model and transportation impact thresholds to be consistent with the VMT impact methodology. The updated guidelines state that screening for VMT impacts should be conducted by estimating a project's daily VMT using the City's VMT Calculator tool or TDF model.

The City's VMT Calculator was used to estimate daily VMT that would be generated by the Project. As shown below, the Project will result in a net reduction in daily trips and VMT and VMT.

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 2250-2270 W. Pico Blvd. Hotel Project
 Scenario: [WWW](#)
 Address: 2250 W PICO BLVD, 90006

Existing Land Use

Land Use Type	Value	Unit
Retail Supermarket	9.63	ksf
Retail Supermarket	9.63	ksf

Proposed Project Land Use

Land Use Type	Value	Unit
Housing Hotel	125	Rooms
Housing Hotel	125	Rooms

Project Screening Summary

Existing Land Use	Proposed Project
745 Daily Vehicle Trips	682 Daily Vehicle Trips
4,587 Daily VMT	3,976 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	-63 Net Daily Trips
The net increase in daily VMT ≤ 0	-611 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

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Measuring the Miles

The Project resulted in a net decrease of 63 daily trips and a net decrease of 611 daily vehicle miles traveled. Pursuant to the City's TAG, the Project is not required to perform VMT analysis because the Project generates less than a net increase of 250 daily trips and does not generate a net increase in daily vehicle miles traveled. This screening analysis was reviewed and approved by LADOT.¹

No new information of substantial importance has become available related to Transportation and the analysis and conclusions in the MND remain unchanged. Impacts related to Transportation facilities remain less than significant.

XVIII. TRIBAL CULTURAL RESOURCES

The Project Site does not contain any features that are listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources; nor would the Project adversely affect any nearby resources that are listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources.

City Planning Staff consulted with representatives of the Gabrieleño Band of Mission Indians regarding their claim that the Project Site is located within and around a sacred village, adjacent to sacred water courses, major traditional trade routes, and is within a sacred landscape. After carefully considering the

¹ Personal communication, Wes Pringle, Transportation Engineer, Los Angeles Department of Transportation, October 23, 2023.

claim and making a good faith reasonable effort to communicate with the Tribe, the City has concluded that there is no substantial evidence to support a fair argument that this project has any potential direct, and reasonably foreseeable indirect impacts on any known tribal cultural resources.

Independent of the City's consultations with the Gabrieleño, the City requested record searches be conducted of the SLF and the CHRIS databases. Neither the SLF nor CHRIS record searches identify the Project Site as containing tribal cultural resources or provide any information that subsurface artifacts potentially exist on site or in the project vicinity that may qualify as tribal cultural resources.

However, in the unlikely event that tribal cultural resources are inadvertently discovered during the excavation and grading of the Project Site, the City will include the Tribal Cultural Resource Inadvertent Discovery Condition of Approval as part of the recommended project approvals. This condition specifies that in the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities all such activities shall temporarily cease on the Project Site until the potential tribal cultural resources are properly assessed. Regulatory Compliance Measures regarding the discovery of human remains or archaeological resources are implemented for all projects citywide.

No new information of substantial importance has become available related to Tribal Cultural Resources and the analysis and conclusions in the MND remain unchanged. Impacts related to Tribal Cultural Resources remain less than significant.

XIX. UTILITIES AND SERVICE SYSTEMS

The Project Site is in a developed, urbanized portion of Los Angeles that is served by existing water and sewer mains. It is estimated that the Project would have a daily water demand of 18,449 gallons or an annual demand of 20.66 acre-feet. Water conservation design features are likely to reduce this estimate. Water conservation design features are likely to reduce this estimate. Given the remaining capacity of the Los Angeles Aqueduct Filtration Plant (LAAFP), the Project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities. Furthermore, the Project Applicant shall be required to implement applicable LA Green Building Code requirements that would further reduce water and wastewater flow.

The Project Site is currently served by stormwater infrastructure. In addition, the Project would be required to demonstrate compliance with the Los Angeles Low Impact Development (LID) Ordinance standards and retain or treat the first three-quarter inch of rainfall in a 24-hour period.

It is estimated that the Project would generate 14,759 gpd of wastewater. Given the available capacity of the Hyperion Treatment Plant (HTP) which serves the Project Site, the Project would generate 0.02 percent of the remaining capacity and would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities.

LADWP has sufficient water supplies available to serve the Project. Subsequent to adoption of the MND, the Los Angeles Board of Water and Power Commissioners approved the Los Angeles Department of Water and Power 2020 Urban Water Management Plan (UWMP) in May 2021. The 2020 UWMP identifies current and planned supplies to meet all anticipated demands over the 25-year planning period addressed in the 2020 UWMP under average, single-dry and multi-dry year hydrologic conditions. Furthermore, the Project will be required to meet current water conservation standards including those in the Green Building Code that will reduce the Project's demand for local water supplies.

Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. The Project would generate solid waste during both construction and operation that is typical of a hotel with subterranean parking and would comply with all federal, State, and local statutes and regulations regarding proper disposal.

No new information of substantial importance has become available related to Utilities and Service Systems and the analysis and conclusions in the MND remain unchanged. Impacts related to Utilities and Service Systems remain less than significant.

XX. WILDFIRES

The Project Site is located in a developed and urbanized area of the City that does not contain wildlands or high fire hazard terrain or vegetation. The Project Site is not located in or near a State responsibility area or on lands classified as very high fire hazard severity zones.

No new information has become available related to Wildfires and the analysis and conclusions in the MND remain unchanged. Impacts related to Wildfire risk remain less than significant.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

The Project would not substantially reduce the habitat of fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or reduce the number or restrict the range of a rare or endangered plant or animal. Nor would the Project potentially affect important historic or prehistoric resources. Construction-related impacts were identified that would be less than significant with mitigation measures incorporated. No significant cumulative impacts were identified for the Project.