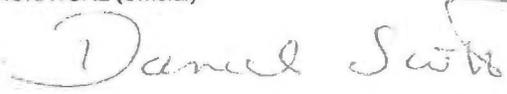


CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY City of Los Angeles	COUNCIL DISTRICT CD 10 - Herb J. Wesson, Jr.
PROJECT TITLE Catalina Apartments Project	CASE NO. ENV-2006-7211-MND and CPC-2006-8689-GPA-ZC-HD-CU-ZAA-SPR
PROJECT LOCATION 805-823 S. Catalina Street and 806-820 S. Kenmore Avenue, Los Angeles, CA 90005	
PROJECT DESCRIPTION Construction of a mixed use building with 27 stories of 300.5 feet in height, 269 residential units, 7,500 square feet of ground/second floor retail space, and 562 parking spaces, including two subterranean levels. The total floor area proposed is 322,238 square feet, and the site is 53,857 square feet. A total of 33,046 square feet of open space and common amenities, including a gym/recreation area; library; lounge; theater; a courtyard with a swimming pool, lounging areas, and putting green; and rooftop lounge, will be provided on the project site. A General Plan Amendment from Neighborhood Office Commercial and High Medium Residential to Regional Center Commercial, a zone change from [Q]C2-1 and R4-2 to R5-2, a Height District change from Height District 1 to Height District 2, a Conditional Use permit to allow a commercial use in the R5-2 zone, a Zoning Administrator Adjustment for Yard Reductions, and a Site Plan Review approval are being requested by the applicant.	
NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY Colony Holdings 140 S. Beverly Drive, Suite 200 Beverly Hills, CA 90212	
FINDING: The <u>City Planning Department</u> of the City of Los Angeles has proposed that a mitigated negative declaration be adopted for this project because the mitigation measures(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance.	
SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.	
Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt this mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.	
THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.	
NAME OF PERSON PREPARING THIS FORM Debbie Lawrence	TITLE City Planner
TELEPHONE NUMBER (213) 978-1163	
ADDRESS 200 N. Spring Street, Room 621 Los Angeles, CA 90012	SIGNATURE (Official) 
DATE Nov. 5, 2014	

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 AGENCY: CITY OF LOS ANGELES	COUNCIL DISTRICT: CD 10 – HERB J. WESSON, JR.	DATE:
RESPONSIBLE AGENCIES: DEPARTMENT OF CITY PLANNING		
ENVIRONMENTAL CASE: ENV-2006-7211-MND	RELATED CASES: CPC-2006-8689-GPA-ZC-HD-CU-ZAA-SPR	
PREVIOUS ACTIONS CASE NO.:	<input type="checkbox"/> Does have significant changes from previous actions. <input checked="" type="checkbox"/> Does NOT have significant changes from previous actions.	
PROJECT DESCRIPTION: 269 APARTMENT UNITS, 27 STORIES, 7,500 SQUARE FEET OF RETAIL		
ENV PROJECT DESCRIPTION: GENERAL PLAN AMENDMENT FROM NEIGHBORHOOD OFFICE COMMERCIAL AND HIGH MEDIUM RESIDENTIAL TO REGIONAL CENTER COMMERCIAL; ZONE CHANGE FROM (Q)C2-1 AND R4-2 TO R5-2; HEIGHT DISTRICT CHANGE FROM HEIGHT DISTRICT 1 TO HEIGHT DISTRICT 2; SITE PLAN REVIEW FOR 50 OR MORE UNITS; CONDITIONAL USE TO ALLOW A COMMERCIAL USE IN AN R5-2 ZONE TO PERMIT THE CONSTRUCTION OF A 27-STORY MIXED USE BUILDING CONTAINING 7,500 SQUARE FEET OF COMMERCIAL/RETAIL SPACE AND 269 RESIDENTIAL UNITS WITH 562 PARKING SPACES; ZONING ADMINISTRATOR'S ADJUSTMENT FOR YARD REDUCTIONS; AND SITE PLAN REVIEW APPROVAL. A TOTAL OF 33,046 SQUARE FEET OF OPEN SPACE AND COMMON AMENITIES, INCLUDING A GYM/RECREATION AREA; LIBRARY; LOUNGE; THEATER; A COURTYARD WITH A SWIMMING POOL, LOUNGING AREAS, AND A PUTTING GREEN; AND ROOFTOP LOUNGE, WILL BE PROVIDED ON THE PROJECT SITE. THE PROJECT INVOLVES THE DEMOLITION OF THREE RESIDENTIAL BUILDINGS CONTAINING 14 RESIDENTIAL UNITS AND ON-SITE GRADING AND EXPORT OF APPROXIMATELY 62,454 CUBIC YARDS OF EXCAVATED MATERIALS.		
ENVIRONMENTAL SETTINGS: THE PROJECT SITE IS LOCATED WITHIN THE WILSHIRE COMMUNITY PLAN AREA, BOUNDED BY COMMERCIAL USES ALONG 8 TH STREET TO THE NORTH, CATALINA STREET TO THE EAST, KENMORE AVENUE TO THE WEST, AND MULTI-FAMILY APARTMENT BUILDINGS TO THE SOUTH.		
PROJECT LOCATION: 805-823 S. CATALINA STREET AND 806-820 S. KENMORE AVENUE, LOS ANGELES, CA 90005		
COMMUNITY PLAN AREA: WILSHIRE	AREA PLANNING COMMISSION: CENTRAL	CERTIFIED NEIGHBORHOOD COUNCIL: WILSHIRE CENTER – KOREATOWN
STATUS: <input type="checkbox"/> Does Conform to Plan <input checked="" type="checkbox"/> Does NOT Conform to Plan		
EXISTING ZONING: R4-2, (Q)C2-1	MAX. DENSITY/INTENSITY ALLOWED BY ZONING: R4-2/137 UNITS	LA RIVER ADJACENT: NO
GENERAL PLAN LAND USE: HIGH MEDIUM RESIDENTIAL; NEIGHBORHOOD OFFICE COMMERCIAL	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: R4-2/137 UNITS	
	PROPOSED PROJECT DENSITY: R5-2/269 UNITS	

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 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 that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on 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 adequately analyzed 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) 978-1163
Phone

Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: 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 Section XVII, "Earlier Analysis," cross referenced).
5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

- c. **Mitigation Measures.** For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. **Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.**
7. **Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.**
8. **This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.**
9. **The explanation of each issue should identify:**
 - a. **The significance criteria or threshold, if any, used to evaluate each question; and**
 - b. **The mitigation measure identified, if any, to reduce the impact to less than significance.**

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.

<input type="checkbox"/> AESTHETICS	<input type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS	<input type="checkbox"/> PUBLIC SERVICES
<input type="checkbox"/> AGRICULTURAL RESOURCES	<input type="checkbox"/> HYDROLOGY AND WATER QUALITY	<input type="checkbox"/> RECREATION
<input checked="" type="checkbox"/> AIR QUALITY	<input type="checkbox"/> LAND USE AND PLANNING	<input type="checkbox"/> TRANSPORTATION/CIRCULATION
<input type="checkbox"/> BIOLOGICAL RESOURCES	<input type="checkbox"/> MINERAL RESOURCES	<input type="checkbox"/> UTILITIES AND SERVICE SYSTEMS
<input checked="" type="checkbox"/> CULTURAL RESOURCES	<input checked="" type="checkbox"/> NOISE	<input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
<input type="checkbox"/> GEOLOGY AND SOILS	<input type="checkbox"/> POPULATION AND HOUSING	

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

Background

PROPONENT NAME:

COLONY HOLDINGS

PHONE NUMBER:

(310) 888-0122

APPLICANT ADDRESS:

140 S. BEVERLY DRIVE, SUITE 200

BEVERLY HILLS, CA 90212

AGENCY REQUIRING CHECKLIST:

DEPARTMENT OF CITY PLANNING

DATE SUBMITTED:

PROPOSAL NAME (if Applicable):

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No Impact
--------------------------------	--	------------------------------	-----------

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. AGRICULTURAL RESOURCES				
a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE (FARMLAND), AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?			✓
b.	CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?			✓
c.	CONFLICT WITH EXISTING ZONING FOR, OR CAUSE REZONING OF, FOREST LAND (AS DEFINED IN PUBLIC RESOURCES CODE SECTION 12220(G)), TIMBERLAND (AS DEFINED BY PUBLIC RESOURCES CODE SECTION 4526), OR TIMBERLAND ZONED TIMBERLAND PRODUCTION (AS DEFINED BY GOVERNMENT CODE SECTION 51104(G))?			✓
d.	RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE?			✓
e.	INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE OR CONVERSION OF FOREST LAND TO NON-FOREST USE?			✓
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?		✓	

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No Impact
--------------------------------	--	------------------------------	-----------

IV. BIOLOGICAL RESOURCES				
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATIONS, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS, OR BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE?			✓
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, REGULATIONS OR BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR US 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 THE SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN CEQA SECTION 15064.5?			✓
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO 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.	EXPOSE PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING: RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.			✓

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No Impact
--------------------------------	--	------------------------------	-----------

b.	EXPOSE PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING: STRONG SEISMIC GROUND SHAKING?		✓	
c.	EXPOSE PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING: SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?			✓
d.	EXPOSE PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING: LANDSLIDES?			✓
e.	RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?		✓	
f.	BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIAL RESULT IN ON-OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE?		✓	
g.	BE LOCATED ON EXPANSIVE SOIL AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?		✓	
h.	HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER?			✓
VII. 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?			✓

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No Impact
--------------------------------	--	------------------------------	-----------

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 A MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF SITE?		✓	
e.	CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?		✓	
f.	OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?		✓	
g.	PLACE HOUSING WITHIN A 100-YEAR FLOOD HAZARD AREA 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 HAZARD AREA 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?			✓

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No Impact
--------------------------------	--	------------------------------	-----------

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 LEVELS IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?		✓	
b.	EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?		✓	
c.	A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?			✓
d.	A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?		✓	
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?			✓
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?			✓
XIII. POPULATION AND HOUSING				
a.	INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?			✓
b.	DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?			✓
c.	DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?			✓

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No Impact
--------------------------------	--	------------------------------	-----------

XIV. PUBLIC SERVICES					
a.	SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, NEED FOR NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES FOR ANY OF THE PUBLIC SERVICES: FIRE PROTECTION?			✓	
b.	SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, NEED FOR NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES FOR ANY OF THE PUBLIC SERVICES: POLICE PROTECTION?			✓	
c.	SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, NEED FOR NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES FOR ANY OF THE PUBLIC SERVICES: SCHOOLS?			✓	
d.	SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, NEED FOR NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES FOR ANY OF THE PUBLIC SERVICES: PARKS?			✓	
e.	SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, NEED FOR NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES FOR ANY OF THE PUBLIC SERVICES: OTHER PUBLIC FACILITIES?			✓	
XV. RECREATION					
a.	WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?			✓	
b.	DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?			✓	

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No Impact
--------------------------------	--	------------------------------	-----------

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 DUE TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?			✓
e.	RESULT IN INADEQUATE EMERGENCY ACCESS?			✓
f.	CONFLICT WITH ADOPTED POLICIES, PLANS, OR PROGRAMS REGARDING PUBLIC TRANSIT, BICYCLE, OR PEDESTRIAN FACILITIES, OR OTHERWISE DECREASE THE PERFORMANCE OR SAFETY OF SUCH FACILITIES?		✓	
XVII. UTILITIES AND SERVICE SYSTEMS				
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?		✓	

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No Impact
--------------------------------	--	------------------------------	-----------

g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?			✓	
XVII. 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?		✓		

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code, Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal. App. 4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal. App. 4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal. App. 4th 656.

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 any other reliable reference materials known at the time.

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

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2006-7211-MND** and the associated case(s), **CPC-2006-8689-GPA-ZC-HD-CU-ZAA-SPR**. 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 CEQA Section 15065, the overall project impact(s) on the environment (after mitigation) **will not**:

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

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the Plan Implementation Division, Metro Unit, Room 621, City Hall.

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org> ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or Plan Implementation division, Metro Unit, City Hall, 200 N Spring Street, Room 621.

Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shmp/>

Engineering/Infrastructure/Topographic Maps/Parcel Information - <http://boemaps.eng.ci.la.ca.us/index01.htm> or City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
DEBBIE LAWRENCE	CITY PLANNER	(213) 978-1163.	

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS		
A.	LESS THAN SIGNIFICANT IMPACT	<p>THE RELATIVELY FLAT TOPOGRAPHY AND THE DENSITY OF DEVELOPMENT IN THE PROJECT AREA, INCLUDING BUILDINGS ALONG THE WILSHIRE BOULEVARD CORRIDOR THAT ARE UP TO 14 STORIES TALL, LARGELY PREVENT LONG-RANGE VIEWS OF THE MOUNTAINS FROM THE PROJECT SITE AND AREAS SOUTH OF WILSHIRE BOULEVARD. SHORT-TERM VIEWS TO, FROM, AND THROUGH THE PROJECT SITE ARE LIMITED BEYOND THE IMMEDIATELY ADJACENT LAND USES, SIDEWALKS, AND STREET CORRIDORS, AND, AS SUCH, THE PROJECT AREA DOES NOT OFFER ANY VANTAGE POINTS FOR SCENIC VISTAS OR PANORAMIC VIEWS. THEREFORE, ALTHOUGH THE PROPOSED PROJECT WOULD SUBSTANTIALLY INCREASE THE HEIGHT AND MASSING OF DEVELOPMENT ON THE PROJECT SITE, PROJECT IMPLEMENTATION WOULD NOT PARTIALLY OR ENTIRELY OBSTRUCT ANY VIEWS OF UNIQUE SCENIC VISTAS OR FOCAL POINTS.</p>
B.	NO IMPACT	<p>THE WILSHIRE CPA INCLUDES FOUR CITY-DESIGNATED SCENIC HIGHWAYS; HOWEVER, NONE OF THESE SCENIC HIGHWAYS ARE LOCATED WITHIN TWO MILES OF THE PROJECT SITE. THEREFORE, THE PROPOSED PROJECT WOULD NOT BE VISIBLE FROM A STATE-DESIGNATED SCENIC HIGHWAY OR READILY VISIBLE FROM ANY ONE OF THE FOUR CITY-DESIGNATED HIGHWAYS.</p>
C.	LESS THAN SIGNIFICANT IMPACT	<p>ALTHOUGH THE PROPOSED PROJECT WOULD ENTAIL A HIGHER DENSITY AND SCALE THAN THE SURROUNDING USES, THE PROPOSED PROJECT WOULD BE DESIGNED TO ENHANCE THE NEIGHBORHOOD CHARACTER, CONSISTENT WITH THE WILSHIRE REGIONAL CENTER IMMEDIATELY TO THE NORTH OF THE PROJECT SITE. THE PROPOSED PROJECT WOULD IMPROVE THE STREETScape AND ENHANCE THE CHARACTER OF THE NEIGHBORHOOD. CURRENTLY, CATALINA STREET, PARTICULARLY IN FRONT OF AND ON THE PROJECT SITE, IS LITTERED WITH TRASH. THE PROPOSED PROJECT WOULD INCLUDE LANDSCAPING AND STREETScape IMPROVEMENTS TO ENHANCE THE VISUAL QUALITY OF THE AREA. ACCORDINGLY, THE PROPOSED PROJECT WOULD NOT DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE PROJECT SITE AND ITS SURROUNDINGS AS THE PROJECT WOULD ENHANCE RATHER THAN DETRACT FROM THE VISUAL CHARACTER OF AN AREA.</p>

Impact?	Explanation	Mitigation Measures
D. LESS THAN SIGNIFICANT IMPACT	<p>DUE TO THE URBANIZED NATURE OF THE AREA, A MODERATE LEVEL OF AMBIENT NIGHTTIME LIGHT ALREADY EXISTS. NIGHTTIME LIGHTING SOURCES INCLUDE STREET LIGHTS, VEHICLE HEADLIGHTS, AND INTERIOR AND EXTERIOR BUILDING ILLUMINATION. THE PROPOSED PROJECT WOULD INCLUDE NIGHTTIME SECURITY LIGHTING PRIMARILY ALONG THE PERIMETER OF THE PROJECT SITE. HOWEVER, THE SECURITY LIGHTING WOULD BE NIGHT-FRIENDLY LEDS AND WOULD NOT SUBSTANTIALLY CHANGE EXISTING AMBIENT NIGHTTIME LIGHTING CONDITIONS. THE PROPOSED PROJECT DOES NOT INCLUDE ANY ELEMENTS OR FEATURES THAT WOULD CREATE SUBSTANTIAL NEW SOURCES OF GLARE. BASED ON THE SHADOW SIMULATIONS, THE PROPOSED PROJECT WOULD NOT CAST SHADOWS THAT AFFECT SHADE-SENSITIVE USES FOR MORE THAN THREE CONSECUTIVE HOURS BETWEEN 9:00 A.M. AND 3:00 P.M. FROM LATE OCTOBER TO EARLY APRIL, OR ANY TIME BETWEEN 9:00 A.M. AND 5:00 P.M. FROM EARLY APRIL TO LATE OCTOBER.</p>	
II. AGRICULTURAL RESOURCES		
A. NO IMPACT	<p>NO FARMLAND, AGRICULTURAL USES, OR RELATED OPERATIONS ARE PRESENT WITHIN THE PROJECT SITE OR SURROUNDING AREA. DUE TO ITS URBAN SETTING, THE PROJECT SITE AND SURROUNDING AREA ARE NOT INCLUDED IN THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY.</p>	
B. NO IMPACT	<p>THE PROJECT SITE IS NOT ZONED FOR AGRICULTURAL USE OR UNDER A WILLIAMSON ACT. THE NORTHEASTERN CORNER OF THE PROJECT SITE IS CURRENTLY ZONED (Q)C2-1, AND THE MAJORITY OF THE PROJECT SITE IS CURRENTLY ZONED R4-2. AS THE PROJECT SITE AND SURROUNDING AREA DO NOT CONTAIN FARMLAND OF ANY TYPE, THE PROPOSED PROJECT WOULD NOT CONFLICT WITH A WILLIAMSON ACT.</p>	
C. NO IMPACT	<p>THE PROJECT SITE AND THE SURROUNDING AREA ARE NOT ZONED FOR FOREST LAND OR TIMBERLAND. THEREFORE, THE PROPOSED PROJECT WOULD NOT CONFLICT WITH FOREST LAND OR TIMBERLAND ZONING OR RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE.</p>	
D. NO IMPACT	<p>THE PROJECT SITE AND THE SURROUNDING AREA ARE NOT ZONED FOR FOREST LAND OR TIMBERLAND. THEREFORE, THE PROPOSED PROJECT WOULD NOT CONFLICT WITH FOREST LAND OR TIMBERLAND ZONING OR RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE.</p>	

Impact?	Explanation	Mitigation Measures	
E.	NO IMPACT	THE PROJECT SITE DOES NOT CONTAIN FARMLAND, FORESTLAND, OR TIMBERLAND. THEREFORE, THE PROPOSED PROJECT WOULD NOT RESULT IN THE CONVERSION OF THESE USES TO NON- AGRICULTURAL OR FOREST USES.	
III. AIR QUALITY			
A.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT WOULD ADD 630 NET NEW RESIDENTS (REFER TO PAGE 3-42 OF THE ATTACHED INITIAL STUDY), WHICH REPRESENT LESS THAN ONE PERCENT OF THE 221,200 NEW RESIDENTS PROJECTED IN THE 2012-2035 RTP/SCS BETWEEN 2008 AND 2020 FOR THE CITY OF LOS ANGELES. THE PROPOSED PROJECT WOULD ADD 255 NET NEW HOUSING UNITS, WHICH REPRESENTS LESS THAN ONE PERCENT OF THE 145,800 NEW HOUSING UNITS PROJECTED FOR THE CITY. SUCH LEVELS OF POPULATION GROWTH ARE CONSISTENT WITH POPULATION FORECASTS FOR THE SUBREGION AS ADOPTED BY SCAG. THEREFORE, THE PROPOSED PROJECT WOULD NOT CONFLICT WITH THE AQMP.	
B.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	REGIONAL CONSTRUCTION EMISSIONS WOULD EXCEED THE SCAQMD THRESHOLD FOR VOLATILE ORGANIC COMPOUNDS (VOC) AS A RESULT OF ARCHITECTURAL COATING ACTIVITY. MITIGATION MEASURE AQ-1 WOULD REDUCE THE VOC CONTENT OF ARCHITECTURAL COATINGS BELOW THE SIGNIFICANCE THRESHOLD. MOTOR VEHICLES THAT ACCESS THE PROJECT SITE WOULD BE THE PREDOMINANT SOURCE OF LONG-TERM PROJECT EMISSIONS. ADDITIONAL EMISSIONS WOULD BE GENERATED BY AREA SOURCES, SUCH AS ENERGY USE AND LANDSCAPE MAINTENANCE ACTIVITIES. AVERAGE DAILY TRAFFIC ASSOCIATED WITH THE PROPOSED PROJECT IS ESTIMATED TO BE 2,012 VEHICLES. REGIONAL OPERATIONAL EMISSIONS WOULD NOT EXCEED SCAQMD SIGNIFICANCE THRESHOLDS.	AQ-1 THE CONSTRUCTION CONTRACTOR SHALL USE ARCHITECTURAL COATINGS WITH A VOLATILE ORGANIC COMPOUND CONTENT OF 20 GRAMS PER LITER OR LESS FOR ALL INTERIOR SURFACES AND ALL EXTERIOR SURFACES TO MINIMIZE EMISSIONS FROM PAINTING.
C.	LESS THAN SIGNIFICANT IMPACT	BECAUSE THE BASIN IS DESIGNATED AS A STATE AND/OR FEDERAL NONATTAINMENT AIR BASIN FOR O ₃ , PM ₁₀ , PM _{2.5} , AND NO ₂ , THERE IS AN ON-GOING REGIONAL CUMULATIVE IMPACT ASSOCIATED WITH THESE POLLUTANTS. HOWEVER, AN INDIVIDUAL PROJECT CAN EMIT THESE POLLUTANTS WITHOUT SIGNIFICANTLY CONTRIBUTING TO THIS CUMULATIVE IMPACT DEPENDING ON THE MAGNITUDE OF EMISSIONS. THIS MAGNITUDE IS DETERMINED BY THE PROJECT-LEVEL SIGNIFICANCE THRESHOLDS ESTABLISHED BY THE SCAQMD. OPERATIONAL AND	

Impact?	Explanation	Mitigation Measures	
		CONSTRUCTION REGIONAL EMISSIONS WOULD NOT EXCEED THE PROJECT-LEVEL SCAQMD LOCALIZED SIGNIFICANCE THRESHOLDS FOR CRITERIA AIR POLLUTANTS.	
D.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT WOULD NOT HAVE THE POTENTIAL TO SUBSTANTIALLY INCREASE CO HOTSPOTS AT INTERSECTIONS IN THE VICINITY OF THE PROJECT SITE. THE PRIMARY SOURCE OF POTENTIAL TOXIC AIR CONTAMINANTS (TACS) ASSOCIATED WITH THE PROPOSED PROJECT'S LONG-TERM OPERATIONS IS DIESEL PARTICULATES FROM DELIVERY TRUCKS (E.G., TRUCK TRAFFIC ON LOCAL STREETS AND ON-SITE TRUCK IDLING). POTENTIAL LOCALIZED TAC IMPACTS FROM ON-SITE SOURCES OF DIESEL PARTICULATE EMISSIONS WOULD BE MINIMAL SINCE ONLY A LIMITED NUMBER HEAVY-DUTY TRUCKS (FEWER THAN FIVE DELIVERY TRUCKS PER DAY) WOULD ACCESS THE PROJECT SITE. BASED ON THE LIMITED ACTIVITY OF THESE TAC SOURCES AND THE CARB GUIDELINES, THE PROPOSED PROJECT WOULD NOT WARRANT THE NEED FOR A HEALTH RISK ASSESSMENT ASSOCIATED WITH ON-SITE ACTIVITIES.	
E.	LESS THAN SIGNIFICANT IMPACT	ACCORDING TO THE SCAQMD <i>CEQA AIR QUALITY HANDBOOK</i> , LAND USES AND INDUSTRIAL OPERATIONS THAT ARE ASSOCIATED WITH ODOR COMPLAINTS INCLUDE AGRICULTURAL USES, WASTEWATER TREATMENT PLANTS, FOOD PROCESSING PLANTS, CHEMICAL PLANTS, COMPOSTING, REFINERIES, LANDFILLS, DAIRIES AND FIBERGLASS MOLDING. THE PROPOSED LAND USES WOULD NOT RESULT IN ACTIVITIES THAT CREATE OBJECTIONABLE ODORS.	
IV. BIOLOGICAL RESOURCES			
A.	NO IMPACT	THE PROJECT SITE DOES NOT CONTAIN HABITAT CAPABLE OF SUPPORTING SENSITIVE SPECIES. ADDITIONALLY, ACCORDING TO THE CITY OF LOS ANGELES CEQA THRESHOLDS GUIDE, THE PROJECT SITE IS NOT LOCATED IN A BIOLOGICAL RESOURCE AREA. THEREFORE, THE PROPOSED PROJECT WOULD NOT HAVE ANY EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATIONS, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES.	
B.	NO IMPACT	THE PROJECT SITE DOES NOT CONTAIN ANY RIPARIAN HABITAT AND DOES NOT CONTAIN ANY STREAMS OR WATER COURSES NECESSARY TO SUPPORT RIPARIAN HABITAT.	

Impact?	Explanation	Mitigation Measures	
C.	NO IMPACT	THE PROJECT SITE DOES NOT CONTAIN ANY FEDERALLY PROTECTED WETLANDS, WETLAND RESOURCES, OR OTHER WATERS OF THE UNITED STATES AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT.	
D.	NO IMPACT	DUE TO THE HIGHLY URBANIZED NATURE OF THE PROJECT SITE AND SURROUNDING AREA, THE LACK OF A MAJOR WATER BODY, AND THE LIMITED NUMBER OF TREES, THE PROJECT SITE DOES NOT SUPPORT HABITAT FOR NATIVE RESIDENT OR MIGRATORY SPECIES OR CONTAIN NATIVE NURSERIES.	
E.	NO IMPACT	THE PROJECT SITE DOES NOT CONTAIN LOCALLY-PROTECTED BIOLOGICAL RESOURCES, SUCH AS OAK TREES, SOUTHERN CALIFORNIA BLACK WALNUT, WESTERN SYCAMORE, AND CALIFORNIA BAY TREES. THE PROPOSED PROJECT WOULD BE REQUIRED TO COMPLY WITH THE PROVISIONS OF THE MIGRATORY BIRD TREATY ACT (MBTA) AND THE CALIFORNIA FISH AND GAME CODE (CFGF). BOTH THE MBTA AND CFGF PROTECTS MIGRATORY BIRDS THAT MAY USE TREES ON OR ADJACENT TO THE PROJECT SITE FOR NESTING, AND MAY BE DISTURBED DURING CONSTRUCTION OF THE PROPOSED PROJECT.	
F.	NO IMPACT	NO HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN IS APPLICABLE TO THE PROJECT SITE.	
V. CULTURAL RESOURCES			
A.	NO IMPACT	ACCORDING TO AN AREA-WIDE SURVEY THAT WAS PREPARED BY THE FORMER COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES (CRA/LA), THE PROJECT SITE HAS BEEN DETERMINED TO BE INELIGIBLE FOR LISTING IN THE NATIONAL REGISTER OF HISTORIC PLACES, CALIFORNIA REGISTER OF HISTORICAL RESOURCES, AND THE LOS ANGELES HISTORIC-CULTURAL MONUMENTS REGISTER.	
B.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	GIVEN THE ARCHAEOLOGICAL SENSITIVITY OF THE GENERAL AREA, THERE IS A POSSIBILITY THAT UNKNOWN, SUBSURFACE ARCHAEOLOGICAL RESOURCES MAY EXIST AT THE PROJECT SITE. PROJECT-RELATED EXCAVATION FOR THE SUBTERRANEAN LEVELS AND BUILDING FOOTING MAY HAVE THE POTENTIAL TO UNCOVER ARCHAEOLOGICAL RESOURCES. TO ENSURE THAT THE PROPOSED PROJECT WOULD NOT CAUSE AN ADVERSE CHANGE IN THE SIGNIFICANCE OF ARCHAEOLOGICAL RESOURCES, THE	CR-1 DURING CONSTRUCTION, IF BURIED CULTURAL RESOURCES, SUCH AS CHIPPED OR GROUND STONE, HISTORICAL ARTIFACTS, BUILDING FOUNDATIONS, OR HUMAN BONE, ARE INADVERTENTLY DISCOVERED DURING GROUND-DISTURBING ACTIVITIES, THE CONTRACTOR SHALL ENSURE THAT ALL WORK WILL STOP IN THAT AREA AND WITHIN 100 FEET OF THE FIND UNTIL A QUALIFIED ARCHAEOLOGIST CAN ASSESS THE

Impact?	Explanation	Mitigation Measures
	<p>PROJECT APPLICANT WOULD BE REQUIRED TO COMPLY WITH THE CITY'S STANDARD CONDITION OF APPROVAL RELATED TO THE PROTECTION OF ARCHAEOLOGICAL RESOURCES (MITIGATION MEASURE CR-1), WHICH WOULD BE IMPLEMENTED IN THE EVENT THAT ARCHAEOLOGICAL RESOURCES ARE ENCOUNTERED DURING CONSTRUCTION.</p>	<p>SIGNIFICANCE OF THE FIND AND, IF NECESSARY, DEVELOP APPROPRIATE TREATMENT MEASURES IN CONSULTATION WITH THE CITY.</p>
<p>C. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>PROJECT-RELATED EXCAVATION FOR THE SUBTERRANEAN LEVELS AND BUILDING FOOTING MAY HAVE THE POTENTIAL TO UNCOVER PALEONTOLOGICAL RESOURCES. TO ENSURE THAT THE PROPOSED PROJECT WOULD NOT CAUSE AN ADVERSE CHANGE IN THE SIGNIFICANCE OF PALEONTOLOGICAL RESOURCES, THE PROJECT APPLICANT WOULD BE REQUIRED TO COMPLY WITH THE CITY'S STANDARD CONDITION OF APPROVAL RELATED TO THE PROTECTION OF PALEONTOLOGICAL RESOURCES (MITIGATION MEASURE CR-2), WHICH WOULD BE IMPLEMENTED IN THE EVENT THAT PALEONTOLOGICAL RESOURCES ARE ENCOUNTERED DURING CONSTRUCTION.</p>	<p>CR-2 DURING CONSTRUCTION, IF ANY PALEONTOLOGICAL RESOURCES ARE ENCOUNTERED, THE CONTRACTOR SHALL ENSURE THAT ALL WORK WILL STOP IN THAT AREA AND SERVICES OF A PALEONTOLOGIST BE SECURED TO ASSESS THE RESOURCES AND EVALUATE THE IMPACT. COPIES OF THE PALEONTOLOGICAL SURVEY, STUDY, OR REPORT SHALL BE SUBMITTED TO THE LOS ANGELES COUNTY NATURAL HISTORY MUSEUM.</p>
<p>D. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>WHILE NO FORMAL CEMETERIES, OTHER PLACES OF HUMAN INTERNMENT, OR BURIAL GROUNDS OR SITES ARE KNOWN TO OCCUR WITHIN THE PROJECT AREA, THERE IS ALWAYS A POSSIBILITY THAT HUMAN REMAINS CAN BE ENCOUNTERED DURING CONSTRUCTION. TO ENSURE THAT THE PROPOSED PROJECT WOULD NOT DISTURB ANY HUMAN REMAINS, THE PROJECT APPLICANT WOULD BE REQUIRED TO COMPLY WITH THE CITY'S STANDARD CONDITION OF APPROVAL RELATED TO THE PROTECTION AND TREATMENT OF HUMAN REMAINS (MITIGATION MEASURE CR-3), WHICH WOULD BE IMPLEMENTED IN THE EVENT THAT HUMAN REMAINS ARE ENCOUNTERED DURING CONSTRUCTION.</p>	<p>CR3 IF HUMAN REMAINS OF NATIVE AMERICAN ORIGIN ARE DISCOVERED DURING PROJECT CONSTRUCTION, COMPLIANCE WITH STATE LAWS, WHICH FALL WITHIN THE JURISDICTION OF THE NATIVE AMERICAN HERITAGE COMMISSION (NAHC) (PUBLIC RESOURCE CODE SECTION 5097), RELATING TO THE DISPOSITION OF NATIVE AMERICAN BURIALS WILL BE ADHERED TO. IF ANY HUMAN REMAINS ARE DISCOVERED OR RECOGNIZED IN ANY LOCATION OTHER THAN A DEDICATED CEMETERY, THE CONTRACTOR SHALL ENSURE THAT EXCAVATION OR DISTURBANCE OF THE SITE (INCLUDING ANY NEARBY AREA REASONABLY SUSPECTED TO OVERLIE ADJACENT HUMAN REMAINS) SHALL STOP UNTIL:</p> <ol style="list-style-type: none"> 1. THE CORONER OF THE COUNTY HAS BEEN INFORMED AND HAS DETERMINED THAT NO INVESTIGATION OF THE CAUSE OF DEATH IS REQUIRED; AND 2. IF THE REMAINS ARE OF NATIVE AMERICAN ORIGIN, (A) THE DESCENDANTS OF THE DECEASED NATIVE AMERICANS HAVE MADE A RECOMMENDATION TO THE LANDOWNER OR THE PERSON RESPONSIBLE FOR THE EXCAVATION WORK, FOR MEANS

Impact?	Explanation	Mitigation Measures
		<p>OF TREATING OR DISPOSING OF, WITH APPROPRIATE DIGNITY, THE HUMAN REMAINS AND ANY ASSOCIATED GRAVE GOODS AS PROVIDED IN PUBLIC RESOURCES CODE SECTION 5097.98, OR (B) THE NAHC WAS UNABLE TO IDENTIFY A DESCENDANT OR THE DESCENDANT FAILED TO MAKE A RECOMMENDATION WITHIN 24 HOURS AFTER BEING NOTIFIED BY THE COMMISSION.</p>
VI. GEOLOGY AND SOILS		
A.	NO IMPACT	<p>ACCORDING TO THE CALIFORNIA DEPARTMENT OF CONSERVATION SPECIAL STUDIES ZONES MAP FOR THE HOLLYWOOD QUADRANGLE AND THE SAFETY ELEMENT OF THE CITY OF LOS ANGELES GENERAL PLAN, THE PROJECT SITE IS NOT LOCATED WITHIN THE ALQUIST-PRIOLO SPECIAL STUDIES ZONE OR FAULT RUPTURE STUDY AREAS. THE PROPOSED PROJECT WOULD NOT EXPOSE PEOPLE OR STRUCTURES TO POTENTIAL ADVERSE EFFECTS RESULTING FROM THE RUPTURE OF KNOWN EARTHQUAKE FAULTS.</p>
B.	LESS THAN SIGNIFICANT IMPACT	<p>DEVELOPMENT OF THE PROPOSED PROJECT COULD EXPOSE PEOPLE AND STRUCTURES TO STRONG SEISMIC GROUND SHAKING. HOWEVER, THE PROPOSED PROJECT WOULD BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH STATE AND LOCAL BUILDING CODES TO REDUCE THE POTENTIAL FOR EXPOSURE OF PEOPLE OR STRUCTURES TO SEISMIC RISKS TO THE MAXIMUM EXTENT POSSIBLE. THE PROPOSED PROJECT WOULD BE REQUIRED TO COMPLY WITH THE CALIFORNIA DEPARTMENT OF CONSERVATION, DIVISION OF MINES AND GEOLOGY (CDMG) SPECIAL PUBLICATIONS 117, GUIDELINES FOR EVALUATING AND MITIGATING SEISMIC HAZARDS IN CALIFORNIA (1997), WHICH PROVIDES GUIDANCE FOR THE EVALUATION AND MITIGATION OF EARTHQUAKE-RELATED HAZARDS, AND WITH THE SEISMIC SAFETY REQUIREMENTS IN THE UNIFORM BUILDING CODE (UBC) AND THE LAMC. COMPLIANCE WITH SUCH REQUIREMENTS WOULD REDUCE SEISMIC GROUND SHAKING IMPACTS TO THE MAXIMUM EXTENT PRACTICABLE WITH CURRENT ENGINEERING PRACTICES.</p>
C.	NO IMPACT	<p>ACCORDING, TO THE CALIFORNIA DEPARTMENT OF CONSERVATION'S SEISMIC HAZARD ZONES MAP FOR THE HOLLYWOOD QUADRANGLE, THE PROJECT SITE IS NOT LOCATED WITHIN A LIQUEFACTION HAZARD ZONE.</p>

Impact?	Explanation	Mitigation Measures	
		THEREFORE, NO IMPACT RELATED TO LIQUEFACTION WOULD OCCUR.	
D.	LESS THAN SIGNIFICANT IMPACT	ACCORDING, TO THE CALIFORNIA DEPARTMENT OF CONSERVATION'S SEISMIC HAZARD ZONES MAP FOR THE HOLLYWOOD QUADRANGLE, THE PROJECT SITE IS NOT LOCATED WITHIN A LIQUEFACTION HAZARD ZONE. THE PROJECT SITE AND SURROUNDING AREA ARE RELATIVELY FLAT. THEREFORE, THE PROPOSED PROJECT WOULD NOT EXPOSE PEOPLE OR STRUCTURES TO POTENTIAL EFFECTS RESULTING FROM LANDSLIDES, AND NO IMPACTS WOULD OCCUR.	
E.	LESS THAN SIGNIFICANT IMPACT	EXCAVATION ACTIVITIES WOULD BE NECESSARY TO ACCOMMODATE THE PROPOSED PROJECT, WHICH WOULD INCLUDE TWO SUBTERRANEAN LEVELS OF PARKING. CONSTRUCTION ACTIVITIES WOULD BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE LOS ANGELES BUILDING CODE AND THE LOS ANGELES REGIONAL WATER QUALITY CONTROL BOARD (LARWQBC) THROUGH THE CITY'S STORMWATER MANAGEMENT DIVISION. IN ADDITION, THE PROPOSED PROJECT WOULD BE REQUIRED TO DEVELOP A STORM WATER 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.	
F.	LESS THAN SIGNIFICANT IMPACT	DEVELOPMENT OF THE PROPOSED PROJECT WOULD NOT HAVE THE POTENTIAL TO EXPOSE PEOPLE AND STRUCTURES TO SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION AND LANDSLIDE. SUBSIDENCE AND GROUND COLLAPSE GENERALLY OCCUR IN AREAS WITH ACTIVE GROUNDWATER WITHDRAWAL OR PETROLEUM PRODUCTION. THE EXTRACTION OF GROUNDWATER OR PETROLEUM FROM SEDIMENTARY SOURCE ROCKS CAN CAUSE THE PERMANENT COLLAPSE OF THE PORE SPACE PREVIOUSLY OCCUPIED BY THE REMOVED FLUID. THE COMPACTION OF SUBSURFACE SEDIMENTS BY FLUID WITHDRAWAL WILL CAUSE SUBSIDENCE OR GROUND COLLAPSE OVERLYING A PUMPED RESERVOIR. THE PROJECT SITE IS NOT IDENTIFIED BY THE CITY AS BEING LOCATED IN AN OIL FIELD OR WITHIN AN OIL DRILLING AREA. IN ADDITION, THERE ARE NO TUNNELS, GROUNDWATER WELLS, COVERED QUARRIES, OR CAVES THAT ARE LOCATED BENEATH THE PROJECT SITE. THE PROPOSED PROJECT WOULD BE REQUIRED TO IMPLEMENT STANDARD CONSTRUCTION PRACTICES	

Impact?	Explanation	Mitigation Measures	
		<p>THAT WOULD ENSURE THAT THE INTEGRITY OF THE PROJECT SITE AND THE PROPOSED STRUCTURES IS MAINTAINED.</p>	
G.	LESS THAN SIGNIFICANT IMPACT	<p>SOILS ON THE PROJECT SITE MAY HAVE THE POTENTIAL TO SHRINK AND SWELL RESULTING FROM CHANGES IN THE MOISTURE CONTENT. HOWEVER, THE PROPOSED PROJECT WOULD BE REQUIRED TO COMPLY WITH THE REQUIREMENTS OF THE UBC, LAMC, AND OTHER APPLICABLE BUILDING CODES. COMPLIANCE WITH SUCH REQUIREMENTS WOULD REDUCE IMPACTS RELATED TO EXPANSIVE SOILS.</p>	
H.	NO IMPACT	<p>THE PROJECT SITE IS LOCATED IN A HIGHLY URBANIZED AREA, WHERE WASTEWATER INFRASTRUCTURE IS CURRENTLY IN PLACE. THE PROPOSED PROJECT WOULD CONNECT TO EXISTING SEWER LINES THAT SERVE THE PROJECT SITE AND WOULD NOT USE SEPTIC TANKS OR ALTERNATIVE WASTEWATER DISPOSAL SYSTEMS.</p>	
VII. GREENHOUSE GAS EMISSIONS			
A.	LESS THAN SIGNIFICANT IMPACT	<p>THE PROPOSED PROJECT WOULD GENERATE 42 METRIC TONS PER YEAR OF CO₂E EMISSIONS FROM CONSTRUCTION ACTIVITIES. WITH EXISTING PLUS PROJECT (2014) SCENARIO WOULD RESULT IN A NET TOTAL OF 4,048 METRIC TONS OF CO₂E PER YEAR. THE FUTURE WITH PROJECT (2018) SCENARIO WOULD RESULT IN A NET TOTAL OF 3,757 METRIC TONS OF CO₂E PER YEAR. THESE EMISSIONS WOULD BE LESS THAN THE 10,000-METRIC TON SIGNIFICANCE CRITERION. THEREFORE, THE PROPOSED PROJECT WOULD NOT GENERATE DIRECT OR INDIRECT GHG EMISSIONS THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT.</p>	
B.	LESS THAN SIGNIFICANT IMPACT	<p>THE PROJECT WOULD PROVIDE INFILL RESIDENTIAL DEVELOPMENT PROXIMATE TO A MAJOR TRANSPORTATION CORRIDOR (I.E., WILSHIRE BOULEVARD) AND WOULD NOT INTERFERE WITH SCAG'S ABILITY TO IMPLEMENT THE REGIONAL STRATEGIES OUTLINED IN THE 2012-2035 RTP/SCS. IN ADDITION, THE PROPOSED PROJECT WOULD BE DESIGNED TO BE IN CONFORMANCE WITH THE CITY'S GREEN BUILDINGS ORDINANCE. THE PROPOSED PROJECT, THEREFORE, WOULD BE CONSISTENT WITH STATEWIDE, REGIONAL AND LOCAL GOALS AND POLICIES AIMED AT REDUCING GHG EMISSIONS.</p>	

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

VIII. HAZARDS AND HAZARDOUS MATERIALS

A.	LESS THAN SIGNIFICANT IMPACT	<p>CONSTRUCTION OF THE PROPOSED PROJECT WOULD INVOLVE THE TEMPORARY USE OF POTENTIALLY HAZARDOUS MATERIALS, INCLUDING VEHICLE FUELS, OILS, AND TRANSMISSION FLUIDS. OPERATION OF THE PROJECT WOULD INVOLVE THE LIMITED USE AND STORAGE OF COMMON HAZARDOUS SUBSTANCES TYPICAL OF THOSE USED IN MULTI-FAMILY RESIDENTIAL AND RETAIL/COMMERCIAL DEVELOPMENTS, INCLUDING LUBRICANTS, PAINTS, SOLVENTS, CUSTODIAL PRODUCTS (E.G., CLEANING SUPPLIES), PESTICIDES AND OTHER LANDSCAPING SUPPLIES, AND VEHICLE FUELS, OILS, AND TRANSMISSION FLUIDS. WITH COMPLIANCE TO APPLICABLE STANDARDS AND REGULATIONS AND ADHERENCE TO MANUFACTURER'S INSTRUCTIONS RELATED TO THE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS, THE PROPOSED PROJECT WOULD NOT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS</p>	
B.	LESS THAN SIGNIFICANT IMPACT	<p>THE PROPOSED DEMOLITION WOULD HAVE THE POTENTIAL TO RELEASE ASBESTOS FIBERS INTO THE ATMOSPHERE IF SUCH MATERIALS EXIST AND THEY ARE NOT PROPERLY STABILIZED OR REMOVED PRIOR TO DEMOLITION ACTIVITIES. THE REMOVAL OF ASBESTOS IS REGULATED BY SCAQMD RULE 1403; THEREFORE, ANY ASBESTOS FOUND ON-SITE WOULD BE REQUIRED TO BE REMOVED BY A CERTIFIED ASBESTOS CONTAINMENT CONTRACTOR IN ACCORDANCE WITH APPLICABLE REGULATIONS PRIOR TO DEMOLITION. SIMILARLY, IT IS LIKELY THAT LEAD-BASED PAINT (LBP) IS PRESENT IN BUILDINGS CONSTRUCTED PRIOR TO 1979. COMPLIANCE WITH EXISTING STATE LAWS REGARDING REMOVAL WOULD BE REQUIRED. WITH THIS COMPLIANCE, THE PROPOSED PROJECT WOULD RESULT IN A LESS-THAN-SIGNIFICANT IMPACT RELATED TO ASBESTOS AND LBP.</p>	
C.	LESS THAN SIGNIFICANT IMPACT	<p>THE PROPOSED PROJECT WOULD PROVIDE FOR A MIXED-USE, INFILL DEVELOPMENT THAT CONSISTS OF RESIDENTIAL AND RETAIL USES. THESE TYPES OF USES WOULD BE EXPECTED TO USE AND STORE VERY SMALL AMOUNTS OF HAZARDOUS MATERIALS, SUCH AS PAINTS, SOLVENTS, CLEANERS, PESTICIDES, ETC. NEVERTHELESS, ALL HAZARDOUS MATERIALS WITHIN THE PROJECT SITE WOULD BE ACQUIRED, HANDLED, USED, STORED,</p>	

Impact?	Explanation	Mitigation Measures
	TRANSPORTED, AND DISPOSED OF IN ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL REQUIREMENTS TO REDUCE IMPACTS TO LESS THAN SIGNIFICANT.	
D. NO IMPACT	A REVIEW OF THE CALIFORNIA DEPARTMENT OF TOXIC SUBSTANCES CONTROL DATABASE (ENVIROSTOR) THAT PROVIDES ACCESS TO DETAILED INFORMATION ON HAZARDOUS WASTE PERMITTED SITES AND CORRECTIVE ACTION FACILITIES DID NOT IDENTIFY ANY RECORDS OF HAZARDOUS WASTE FACILITIES ON THE PROJECT SITE. THEREFORE, THE PROPOSED PROJECT WOULD NOT BE LOCATED ON A SITE THAT IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES OR CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT.	
E. NO IMPACT	THE PROJECT SITE IS NOT LOCATED IN AN AIRPORT LAND USE PLAN AREA, OR WITHIN TWO MILES OF ANY PUBLIC OR PUBLIC USE AIRPORTS, OR PRIVATE AIR STRIPS.	
F. NO IMPACT	THE PROJECT SITE IS NOT LOCATED IN AN AIRPORT LAND USE PLAN AREA, OR WITHIN TWO MILES OF ANY PUBLIC OR PUBLIC USE AIRPORTS, OR PRIVATE AIR STRIPS.	
G. LESS THAN SIGNIFICANT IMPACT	AS IDENTIFIED IN THE CITY'S SAFETY ELEMENT OF THE GENERAL PLAN, THE NEAREST EMERGENCY ROUTE IS WESTERN AVENUE, APPROXIMATELY 0.7 MILE TO THE WEST OF THE PROJECT SITE. THE PROPOSED PROJECT WOULD NOT REQUIRE THE CLOSURE OF ANY PUBLIC OR PRIVATE STREETS AND WOULD NOT IMPEDE EMERGENCY VEHICLE ACCESS TO THE PROJECT SITE OR SURROUNDING AREA. ADDITIONALLY, EMERGENCY ACCESS TO AND FROM THE PROJECT SITE WOULD BE PROVIDED IN ACCORDANCE WITH REQUIREMENTS OF THE LOS ANGELES FIRE DEPARTMENT (LAFD).	
H. NO IMPACT	THE PROJECT SITE IS LOCATED IN A HIGHLY URBANIZED AREA OF THE CITY. THE AREA SURROUNDING THE PROJECT SITE IS COMPLETELY DEVELOPED. ACCORDINGLY, THE PROJECT SITE AND THE SURROUNDING AREA ARE NOT SUBJECT TO WILDLAND FIRES.	
IX. HYDROLOGY AND WATER QUALITY		
A. LESS THAN SIGNIFICANT IMPACT	AS IS TYPICAL OF MOST NON-INDUSTRIAL URBAN DEVELOPMENT, STORMWATER RUNOFF FROM THE PROPOSED PROJECT HAS THE POTENTIAL TO INTRODUCE SMALL AMOUNTS OF POLLUTANTS INTO THE STORMWATER SYSTEM. POLLUTANTS WOULD BE ASSOCIATED WITH RUNOFF FROM LANDSCAPED AREAS (PESTICIDES AND FERTILIZERS) AND	

Impact?	Explanation	Mitigation Measures
	PAVED SURFACES (ORDINARY HOUSEHOLD CLEANERS). THUS, THE PROPOSED PROJECT WOULD BE REQUIRED TO COMPLY WITH THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) STANDARDS AND THE CITY'S STORMWATER AND URBAN RUNOFF POLLUTION CONTROL ORDINANCE TO ENSURE POLLUTANT LOADS FROM THE PROJECT SITE ARE MINIMIZED FOR DOWNSTREAM RECEIVING WATERS.	
B. NO IMPACT	THE PROPOSED PROJECT WOULD NOT REQUIRE THE USE OF GROUNDWATER AT THE PROJECT SITE. THE PROJECT WOULD NOT REQUIRE DIRECT ADDITIONS OR WITHDRAWALS OF GROUNDWATER. EXCAVATION TO ACCOMMODATE SUBTERRANEAN LEVELS IS NOT PROPOSED AT A DEPTH THAT WOULD RESULT IN THE INTERCEPTION OF EXISTING AQUIFERS OR PENETRATION OF THE EXISTING WATER TABLE.	
C. LESS THAN SIGNIFICANT IMPACT	THERE ARE NO STREAMS OR RIVERS LOCATED IN THE PROJECT VICINITY. PROJECT CONSTRUCTION WOULD TEMPORARILY EXPOSE ON-SITE SOILS TO SURFACE WATER RUNOFF. HOWEVER, COMPLIANCE WITH CONSTRUCTION-RELATED BMPs AND/OR THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) WOULD CONTROL AND MINIMIZE EROSION AND SILTATION. DURING PROJECT OPERATION, STORM WATER OR ANY RUNOFF IRRIGATION WATERS WOULD BE DIRECTED INTO EXISTING STORM DRAINS THAT ARE CURRENTLY RECEIVING SURFACE WATER RUNOFF UNDER EXISTING CONDITIONS. SINCE THE PROJECT SITE IS ALMOST ENTIRELY IMPERVIOUS, IMPERMEABLE SURFACES RESULTING FROM THE DEVELOPMENT OF THE PROPOSED PROJECT WOULD NOT SUBSTANTIALLY CHANGE THE VOLUME OR DIRECTION OF STORM WATER RUNOFF.	
D. LESS THAN SIGNIFICANT IMPACT	THERE ARE NO STREAMS OR RIVERS LOCATED IN THE PROJECT VICINITY. DURING PROJECT OPERATION, STORM WATER OR ANY RUNOFF IRRIGATION WATERS WOULD BE DIRECTED INTO EXISTING STORM DRAINS THAT ARE CURRENTLY RECEIVING SURFACE WATER RUNOFF UNDER EXISTING CONDITIONS. SINCE THE PROJECT SITE IS ALMOST ENTIRELY IMPERVIOUS, IMPERMEABLE SURFACES RESULTING FROM THE DEVELOPMENT OF THE PROJECT WOULD NOT SUBSTANTIALLY CHANGE THE VOLUME OF STORM WATER RUNOFF IN A MANNER THAT WOULD RESULT IN FLOODING ON- OR OFF-SITE.	
E. LESS THAN SIGNIFICANT IMPACT	DEVELOPMENT OF THE PROPOSED PROJECT WOULD MAINTAIN EXISTING	

Impact?	Explanation	Mitigation Measures	
		DRAINAGE PATTERNS (SINCE THE SITE IS CURRENTLY SUBSTANTIALLY PAVED); SITE-GENERATED SURFACE WATER RUNOFF WOULD CONTINUE TO FLOW TO THE CITY'S STORM DRAIN SYSTEM. SINCE THE PROJECT SITE IS ALMOST ENTIRELY IMPERVIOUS, IMPERMEABLE SURFACES RESULTING FROM THE DEVELOPMENT OF THE PROJECT WOULD NOT SIGNIFICANTLY CHANGE THE VOLUME OF STORM WATER RUNOFF. ACCORDINGLY, SINCE THE VOLUME OF RUNOFF FROM THE SITE WOULD NOT MEASURABLY INCREASE OVER EXISTING CONDITIONS, WATER RUNOFF AFTER DEVELOPMENT WOULD NOT EXCEED THE CAPACITY OF EXISTING OR PLANNED DRAINAGE SYSTEMS.	
F.	LESS THAN SIGNIFICANT IMPACT	AS IS TYPICAL OF MOST NON-INDUSTRIAL URBAN DEVELOPMENT, STORMWATER RUNOFF FROM THE PROPOSED PROJECT HAS THE POTENTIAL TO INTRODUCE SMALL AMOUNTS OF POLLUTANTS INTO THE STORMWATER SYSTEM. POLLUTANTS WOULD BE ASSOCIATED WITH RUNOFF FROM LANDSCAPED AREAS (PESTICIDES AND FERTILIZERS) AND PAVED SURFACES (ORDINARY HOUSEHOLD CLEANERS). THUS, THE PROPOSED PROJECT WOULD BE REQUIRED TO COMPLY WITH THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) STANDARDS AND THE CITY'S STORMWATER AND URBAN RUNOFF POLLUTION CONTROL ORDINANCE TO ENSURE POLLUTANT LOADS FROM THE PROJECT SITE ARE MINIMIZED FOR DOWNSTREAM RECEIVING WATERS.	
G.	NO IMPACT	ACCORDING TO THE SAFETY ELEMENT OF THE CITY OF LOS ANGELES GENERAL PLAN, THE PROJECT SITE IS NOT LOCATED WITHIN A 100-YEAR OR 500-YEAR FLOOD PLAIN.	
H.	NO IMPACT	ACCORDING TO THE SAFETY ELEMENT OF THE CITY OF LOS ANGELES GENERAL PLAN, THE PROJECT SITE IS NOT LOCATED WITHIN A 100-YEAR OR 500-YEAR FLOOD PLAIN.	
I.	NO IMPACT	THE PROJECT SITE AND THE SURROUNDING AREAS ARE NOT LOCATED WITHIN A FLOOD HAZARD AREA AS A RESULT OF LEVEE OR DAM FAILURE. ACCORDINGLY, THE PROPOSED PROJECT WOULD NOT EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY, OR DEATH INVOLVING FLOODING.	

Impact?	Explanation	Mitigation Measures	
J.	NO IMPACT	THE PROJECT SITE AND THE SURROUNDING AREAS ARE NOT LOCATED NEAR A WATER BODY TO BE INUNDATED BY SEICHE. SIMILARLY, THE PROJECT SITE AND THE SURROUNDING AREAS ARE LOCATED APPROXIMATELY 11.5 MILES EAST OF THE PACIFIC OCEAN AT AN ELEVATION OF APPROXIMATELY 230 FEET ABOVE MEAN SEA LEVEL. IN ADDITION, THE PROJECT SITE AND THE SURROUNDING AREAS ARE NOT LOCATED DOWNSLOPE FROM ANY UNPROTECTED GRADE. THEREFORE, THE PROJECT WOULD HAVE NO IMPACT RELATED TO INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW.	
X. LAND USE AND PLANNING			
A.	NO IMPACT	THE PROPOSED PROJECT WOULD NOT INVOLVE ANY STREET VACATION OR CLOSURE OR RESULT IN DEVELOPMENT OF NEW THOROUGHFARES OR HIGHWAYS. THE PROPOSED PROJECT, WHICH WOULD INVOLVE THE CONSTRUCTION OF NEW MIXED-USE, INFILL DEVELOPMENT IN AN URBANIZED AREA IN DOWNTOWN LOS ANGELES, WOULD NOT DIVIDE AN ESTABLISHED COMMUNITY.	
B.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT WOULD GENERALLY BE CONSISTENT WITH REGIONAL AND LOCAL POLICIES APPLICABLE TO THE PROPOSED PROJECT. ALTHOUGH THE PROPOSED PROJECT WOULD REQUIRE A GENERAL PLAN AMENDMENT, A ZONE CHANGE, A HEIGHT DISTRICT CHANGE, AND A CONDITIONAL USE PERMIT, THE PROPOSED PROJECT WOULD BE CONSISTENT WITH RECENT LEGISLATIONS (I.E., SB 743 AND SB 375) THAT ENCOURAGE DEVELOPMENT OF MIXED-USE PROJECTS IN TRANSIT PRIORITY AREAS. THE PROPOSED PROJECT WOULD MAXIMIZE USE OF THE TRANSIT-RICH COMMUNITY IN WHICH THE PROPOSED PROJECT IS LOCATED. THE PROPOSED PROJECT PRESENTS AN OPPORTUNITY TO IMPLEMENT INNOVATIVE MEASURES THAT WILL SIGNIFICANTLY REDUCE TRAFFIC AND AIR QUALITY IMPACTS OF THE PROJECT. THE PROPOSED PROJECT IS WITHIN TWO BLOCKS OF THE WILSHIRE BOULEVARD, WHICH IS A MAJOR TRANSIT CORRIDOR, AND APPROXIMATELY 0.4 MILE OF TWO METRO STATIONS (WILSHIRE/VERMONT AND WILSHIRE/NORMANDIE STATIONS) TO MAXIMIZE OPPORTUNITIES TO ENCOURAGE NON-AUTOMOBILE MODES OF TRAVEL TO REGIONAL CENTERS, CIVIC AND CULTURAL OPPORTUNITIES IN DOWNTOWN LOS ANGELES AND OTHER AREAS SERVED BY METRO TRANSIT AND RAIL LINES AND OTHER LOCAL AND	

Impact?	Explanation	Mitigation Measures
	<p>REGIONAL TRANSIT PROVIDERS. ALTHOUGH THE PROPOSED PROJECT IS CONSISTENT WITH THE POLICIES AND REGIONAL VISION INCLUDED IN THE CMP, 2012-2035 RTP/SCS, COMPASS GROWTH VISION REPORT, AND THE RCP, IT DOES NOT CONFORM TO ALL THE GOALS AND POLICIES OF THE WILSHIRE COMMUNITY PLAN. DECISION MAKERS WILL DETERMINE WHETHER DISCRETIONARY REQUESTS WILL CONFLICT WITH APPLICABLE PLANS/ POLICIES.</p>	
C.	<p>NO IMPACT</p> <p>THE PROJECT SITE IS NOT SUBJECT TO ANY HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN.</p>	
XI. MINERAL RESOURCES		
A.	<p>NO IMPACT</p> <p>THE PROJECT SITE IS NOT CLASSIFIED BY THE CITY AS CONTAINING SIGNIFICANT MINERAL DEPOSITS. IN ADDITION, THE PROJECT SITE IS NOT IDENTIFIED BY THE CITY AS BEING LOCATED IN AN OIL FIELD OR WITHIN AN OIL DRILLING AREA. THEREFORE, THE PROPOSED PROJECT WOULD NOT RESULT IN THE LOSS OF AVAILABILITY OF ANY KNOWN, REGIONALLY- OR LOCALLY-VALUABLE MINERAL RESOURCE.</p>	
B.	<p>NO IMPACT</p> <p>THE PROJECT SITE IS NOT CLASSIFIED BY THE CITY AS CONTAINING SIGNIFICANT MINERAL DEPOSITS. IN ADDITION, THE PROJECT SITE IS NOT IDENTIFIED BY THE CITY AS BEING LOCATED IN AN OIL FIELD OR WITHIN AN OIL DRILLING AREA. THEREFORE, THE PROPOSED PROJECT WOULD NOT RESULT IN THE LOSS OF AVAILABILITY OF ANY KNOWN, REGIONALLY- OR LOCALLY-VALUABLE MINERAL RESOURCE.</p>	
XII. NOISE		
A.	<p>POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p> <p>THE ESTIMATED CONSTRUCTION-RELATED NOISE LEVELS ASSOCIATED WITH THE PROPOSED PROJECT WOULD EXCEED THE NUMERICAL NOISE THRESHOLD OF 75 DBA AT 50 FEET FROM THE NOISE SOURCE AS OUTLINED IN THE LAMC. THE PROJECT APPLICANT WOULD BE REQUIRED TO COMPLY WITH THE CITY'S STANDARD CONDITIONS OF APPROVAL (MITIGATION MEASURES N-1 THROUGH N-13), WHICH ARE FEASIBLE MEASURES TO CONTROL NOISE LEVELS, INCLUDING ENGINE MUFFLERS AND NOISE BLANKET BARRIERS. THE GREATEST PROJECT-RELATED NOISE INCREASE WOULD BE 0.1 DBA. THIS INCREMENTAL NOISE LEVEL INCREASE WOULD NOT EXCEED 5 DBA, WHICH IS AN INDICATOR OF A NOTICEABLE INCREASE THAT MAY EVOKE A COMMUNITY REACTION.</p>	<p>N-1 THE PROPOSED PROJECT SHALL COMPLY WITH THE CITY'S NOISE ORDINANCE NO. 144,331 AND 161,574, AND ANY SUBSEQUENT ORDINANCES, WHICH PROHIBIT THE EMISSION OR CREATION OF NOISE BEYOND CERTAIN LEVELS AT ADJACENT USES UNLESS TECHNICALLY INFEASIBLE.</p> <p>N-2 CONSTRUCTION AND DEMOLITION ACTIVITIES SHALL BE RESTRICTED TO THE HOURS OF 7:00 A.M. AND 6:00 P.M. MONDAY THROUGH FRIDAY, AND 8:00 A.M. TO 6:00 P.M. ON SATURDAY.</p> <p>N-3 DEMOLITION AND CONSTRUCTION ACTIVITIES SHALL BE SCHEDULED SO AS TO AVOID OPERATING SEVERAL PIECES OF EQUIPMENT SIMULTANEOUSLY, WHICH CAUSES HIGH NOISE LEVELS.</p>

Impact?	Explanation	Mitigation Measures
		<p>N-4 THE PROJECT CONTRACTOR SHALL USE POWER CONSTRUCTION EQUIPMENT WITH STATE-OF-THE-ART NOISE SHIELDING AND MUFFLING DEVICES.</p> <p>N-5 PRIOR TO INITIATING CONSTRUCTION, THE CONSTRUCTION CONTRACTOR SHALL COORDINATE WITH THE SITE ADMINISTRATOR FOR THE ROBERT F. KENNEDY COMMUNITY SCHOOLS TO DISCUSS CONSTRUCTION ACTIVITIES THAT GENERATE HIGH NOISE AND VIBRATION LEVELS. COORDINATION BETWEEN THE SITE ADMINISTRATOR AND THE CONSTRUCTION CONTRACTOR SHALL CONTINUE ON AN AS-NEEDED BASIS THROUGHOUT THE CONSTRUCTION PHASE OF THE PROJECT TO MITIGATE POTENTIAL DISRUPTION OF CLASSROOM ACTIVITIES AS FEASIBLE.</p> <p>N-6 BARRIERS, SUCH AS, BUT NOT LIMITED TO, PLYWOOD STRUCTURES OR FLEXIBLE SOUND CONTROL CURTAINS EXTENDING EIGHT FEET IN HEIGHT SHALL BE ERECTED AROUND THE PROJECT SITE TO MINIMIZE THE AMOUNT OF NOISE DURING CONSTRUCTION ON THE NEARBY NOISE-SENSITIVE USES LOCATED OFFSITE.</p> <p>N-7 ALL CONSTRUCTION TRUCK TRAFFIC SHALL BE RESTRICTED TO TRUCK ROUTES APPROVED BY THE CITY'S DEPARTMENT OF BUILDING AND SAFETY, WHICH SHALL AVOID RESIDENTIAL AREAS AND OTHER SENSITIVE RECEPTORS TO THE EXTENT FEASIBLE.</p> <p>N-8 THE USE OF THOSE PIECES OF CONSTRUCTION EQUIPMENT OR CONSTRUCTION METHODS WITH THE GREATEST PEAK NOISE GENERATION POTENTIAL SHALL BE MINIMIZED. EXAMPLES INCLUDE THE USE OF DRILL RIGS AND JACKHAMMERS.</p> <p>N-9 NOISE AND GROUND BORNE VIBRATION CONSTRUCTION ACTIVITIES WHOSE SPECIFIC LOCATION ON THE PROJECT SITE MAY BE FLEXIBLE (E.G., OPERATION OF COMPRESSORS AND GENERATORS, CEMENT MIXING, GENERAL TRUCK IDLING) SHALL BE CONDUCTED AS FAR AWAY AS POSSIBLE FROM THE NEAREST NOISE-AND VIBRATION-SENSITIVE LAND USES, AND NATURAL AND/OR</p>

Impact?	Explanation	Mitigation Measures
		<p>MANMADE BARRIERS (E.G., INTERVENING CONSTRUCTION TRAILERS) SHALL BE USED TO SCREEN PROPAGATION OF NOISE FROM SUCH ACTIVITIES TOWARDS THESE LAND USES TO THE MAXIMUM EXTENT POSSIBLE.</p> <p>N-10 BARRIERS, SUCH AS, BUT NOT LIMITED TO, PLYWOOD STRUCTURES OR FLEXIBLE SOUND CONTROL CURTAINS EXTENDING EIGHT FEET IN HEIGHT SHALL BE ERECTED TO MINIMIZE THE AMOUNT OF NOISE DURING CONSTRUCTION ON THE NEARBY NOISE-SENSITIVE USES LOCATED OFF-SITE.</p> <p>N-11 FLEXIBLE SOUND CONTROL CURTAINS SHALL BE PLACED AROUND DRILLING APPARATUSES AND DRILL RIGS USED WITHIN THE PROJECT SITE TO THE EXTENT FEASIBLE.</p> <p>N-12 ALL CONSTRUCTION TRUCK TRAFFIC SHALL BE RESTRICTED TO TRUCK ROUTES APPROVED BY THE CITY'S DEPARTMENT OF BUILDING AND SAFETY, WHICH WILL AVOID RESIDENTIAL AREAS AND OTHER SENSITIVE RECEPTORS TO THE EXTENT FEASIBLE.</p> <p>N-13 ADJACENT LAND USES WITHIN 500 FEET OF THE CONSTRUCTION SITE SHALL BE NOTIFIED ABOUT THE ESTIMATED DURATION AND HOURS OF CONSTRUCTION ACTIVITY AT LEAST 30 DAYS BEFORE THE START OF CONSTRUCTION.</p>
<p>B. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>CONSTRUCTION VIBRATION DAMAGE CRITERIA FOR ENGINEERED CONCRETE AND MASONRY BUILDINGS IS 0.3 INCHES PER SECOND PPV. THIS DAMAGE CRITERIA WOULD BE EXCEEDED AT 52 FEET FROM HEAVY-DUTY CONSTRUCTION EQUIPMENT (E.G., A LARGE BULLDOZER). BASED ON THIS DISTANCE, BUILDINGS ADJACENT AND TO THE NORTH AND SOUTH MAY BE DAMAGED BY HIGH VIBRATION LEVELS. THE PROJECT APPLICANT WOULD BE REQUIRED TO COMPLY WITH THE CITY'S STANDARD CONDITION OF APPROVAL (MITIGATION MEASURE N-14), WHICH WOULD ENSURE ADJACENT STRUCTURES WOULD NOT BE IRREPARABLY DAMAGED BY CONSTRUCTION-RELATED VIBRATION.</p>	<p>N-14 PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITY, A QUALIFIED STRUCTURAL ENGINEER LICENSED IN CALIFORNIA SHALL SURVEY THE EXISTING FOUNDATION AND OTHER STRUCTURAL ASPECTS OF BUILDINGS WITHIN 52 FEET OF THE CONSTRUCTION ZONE (SUBJECT TO PROPERTY OWNER GRANTING ACCESS TO CONDUCT THE SURVEY). THE SURVEY SHALL PROVIDE A SHORING DESIGN TO PROTECT THE IDENTIFIED LAND USES FROM POTENTIAL DAMAGE. THE QUALIFIED STRUCTURAL ENGINEER SHALL SUBMIT A PRE-CONSTRUCTION SURVEY LETTER ESTABLISHING BASELINE CONDITIONS AT THESE BUILDINGS. THESE BASELINE CONDITIONS SHALL BE FORWARDED TO THE LEAD AGENCY AND TO THE</p>

Impact?	Explanation	Mitigation Measures
		<p>MITIGATION MONITOR PRIOR TO ISSUANCE OF ANY FOUNDATION ONLY OR BUILDING PERMIT. AT THE CONCLUSION OF VIBRATION CAUSING ACTIVITIES, THE QUALIFIED STRUCTURAL ENGINEER SHALL ISSUE A FOLLOW-ON LETTER DESCRIBING DAMAGE, IF ANY, TO THE BUILDINGS. THE LETTER SHALL INCLUDE RECOMMENDATIONS FOR ANY REPAIR, AS MAY BE NECESSARY, IN CONFORMANCE WITH THE SECRETARY OF THE INTERIOR STANDARDS. REPAIRS TO SHALL BE UNDERTAKEN AND PRIOR TO ISSUANCE OF ANY TEMPORARY OR PERMANENT CERTIFICATE OF OCCUPANCY FOR THE NEW BUILDING.</p>
C.	<p>LESS THAN SIGNIFICANT IMPACT</p>	<p>THE GREATEST PROJECT-RELATED NOISE INCREASE WOULD BE 0.1 DBA. THIS INCREMENTAL NOISE LEVEL INCREASE WOULD NOT EXCEED 5 DBA, WHICH IS AN INDICATOR OF A NOTICEABLE INCREASE THAT MAY EVOKE A COMMUNITY REACTION.</p>
D.	<p>POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>SEE MITIGATION MEASURES N-1 THROUGH N-13 ABOVE.</p>
E.	<p>NO IMPACT</p>	<p>THE NEAREST AIRPORT IS THE LOS ANGELES INTERNATIONAL AIRPORT, LOCATED APPROXIMATELY NINE MILES SOUTHWEST OF THE PROJECT SITE. THE PROJECT SITE IS OUTSIDE OF THE LOS ANGELES INTERNATIONAL AIRPORT LAND USE PLAN. ACCORDINGLY, THE PROPOSED PROJECT WOULD NOT EXPOSE PEOPLE WORKING OR RESIDING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS FROM A PUBLIC AIRPORT OR PUBLIC USE AIRPORT.</p>
F.	<p>NO IMPACT</p>	<p>THE PROPOSED PROJECT IS NOT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP. ACCORDINGLY, THE PROPOSED PROJECT WOULD NOT EXPOSE PEOPLE WORKING OR RESIDING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS FROM A PRIVATE AIRSTRIP.</p>

Impact?	Explanation	Mitigation Measures	
XIII. POPULATION AND HOUSING			
A.	LESS THAN SIGNIFICANT IMPACT	<p>THE PROPOSED PROJECT WOULD RESULT IN THE DEVELOPMENT OF 269 RESIDENTIAL UNITS. UTILIZING THE WILSHIRE CPA'S 2013 AVERAGE OF 2.47 PERSONS PER UNIT, THE PROPOSED PROJECT WOULD INCREASE POPULATION IN THE AREA BY APPROXIMATELY 665 RESIDENTS, A NET OF 630 NEW RESIDENTS SINCE THE PROPOSED PROJECT WOULD RESULT IN THE DEMOLITION OF 14 APARTMENT UNITS (WITH AN ESTIMATE OF 35 RESIDENTS). THE ANTICIPATED POPULATION GROWTH DUE TO THE PROPOSED PROJECT (630 PERSONS) REPRESENTS APPROXIMATELY 0.72 PERCENT OF THE SCAG PROJECTED POPULATION GROWTH BY 2020 FOR THE CITY. IN REGARDS TO THE WILSHIRE CPA, THIS REPRESENTS A 0.21-PERCENT INCREASE IN RESIDENTIAL POPULATION OVER THE CPA'S 2013 POPULATION OF 300,729. ACCORDINGLY, THE INCREASE IN RESIDENTIAL POPULATION RESULTING FROM THE PROPOSED PROJECT WOULD NOT BE CONSIDERED SUBSTANTIAL IN CONSIDERATION OF ANTICIPATED GROWTH. THE PROJECT WOULD MEET A GROWING DEMAND FOR HOUSING NEAR JOBS AND TRANSPORTATION CENTERS, CONSISTENT WITH STATE, REGIONAL AND LOCAL REGULATIONS DESIGNED TO REDUCE TRIPS AND GREENHOUSE GAS EMISSIONS.</p>	
B.	LESS THAN SIGNIFICANT IMPACT	<p>THE PROPOSED PROJECT WOULD RESULT IN THE DEMOLITION OF 14 APARTMENT UNITS, WHICH ARE ESTIMATED TO CURRENTLY HOUSE 35 RESIDENTS. HOWEVER, THE PROPOSED PROJECT WOULD BE SUBJECT TO THE TENANT RELOCATION AND DISPLACEMENT REQUIREMENTS OF THE CITY. COMPLIANCE WITH THESE REQUIREMENTS, INCLUDING THE PROVISION OF NOTICE AND PAYMENT OF RELOCATION FEES, WOULD REDUCE DISPLACEMENT IMPACTS TO LESS THAN SIGNIFICANT.</p>	
C.	LESS THAN SIGNIFICANT IMPACT	<p>THE PROPOSED PROJECT WOULD RESULT IN THE DEMOLITION OF 14 APARTMENT UNITS, WHICH ARE ESTIMATED TO CURRENTLY HOUSE 35 RESIDENTS. HOWEVER, THE PROPOSED PROJECT WOULD BE SUBJECT TO THE TENANT RELOCATION AND DISPLACEMENT REQUIREMENTS OF THE CITY. COMPLIANCE WITH THESE REQUIREMENTS, INCLUDING THE PROVISION OF NOTICE AND PAYMENT OF RELOCATION FEES, WOULD REDUCE DISPLACEMENT IMPACTS TO LESS THAN SIGNIFICANT.</p>	

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

XIV. PUBLIC SERVICES

A.	LESS THAN SIGNIFICANT IMPACT	<p>THE INCREASED RESIDENTIAL ACTIVITY ASSOCIATED WITH THE PROPOSED PROJECT COULD INCREASE THE NUMBER OF EMERGENCY CALLS AND DEMAND FOR LAFD FIRE AND EMERGENCY SERVICES. TO MAINTAIN THE LEVEL OF FIRE PROTECTION AND EMERGENCY SERVICES AT THE TIME OF THE PROPOSED PROJECT'S BUILDOUT, THE LAFD MAY REQUIRE ADDITIONAL FIRE PERSONNEL AND EQUIPMENT. HOWEVER, GIVEN THAT FIVE FIRE STATIONS ARE IN CLOSE PROXIMITY TO THE PROJECT SITE, IT IS NOT ANTICIPATED THAT THERE WOULD BE A NEED TO BUILD A NEW OR EXPAND AN EXISTING FIRE STATION TO SERVE THE PROPOSED PROJECT AND MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES, OR OTHER PERFORMANCE OBJECTIVES FOR FIRE PROTECTION. IN ADDITION, THE LAFD DEPLOYMENT PLAN HAS BEEN IN PLACE SINCE MID-2011. UNDER THE LAFD DEPLOYMENT PLAN, THE SERVICE DELIVERY AREA OF EACH FIRE STATION IS DRAWN TO ALLOW FIRE APPARATUS TO REACH ANY ADDRESS IN THAT DISTRICT WITHIN A SPECIFIED RESPONSE TIME. BY ANALYZING DATA FROM PREVIOUS YEARS AND CONTINUOUSLY MONITORING CURRENT DATA REGARDING RESPONSE TIMES, TYPES OF INCIDENTS, AND CALL FREQUENCIES, LAFD CAN SHIFT RESOURCES TO MEET LOCAL DEMANDS FOR FIRE PROTECTION.</p>	
B.	LESS THAN SIGNIFICANT IMPACT	<p>THE PROPOSED PROJECT WOULD RESULT IN A NET RESIDENTIAL POPULATION INCREASE OF 630 PERSONS. HOWEVER, THE PROPOSED PROJECT WOULD INCORPORATE SECURITY FEATURES TO PROVIDE FOR THE SAFETY OF ON-SITE RESIDENTS. THESE FEATURES WOULD INCLUDE SUFFICIENT LIGHTING THROUGHOUT THE PROJECT SITE TO ENSURE SAFETY AND VISIBILITY. ENTRYWAYS, LOBBIES, AND PARKING AREAS WOULD ALSO BE WELL ILLUMINATED AND DESIGNED TO ELIMINATE AREAS OF CONCEALMENT. IN ADDITION, PRIOR TO THE ISSUANCE OF A BUILDING PERMIT, THE LAPD WOULD REVIEW THE PROJECT PLANS TO ENSURE THAT THE DESIGN OF THE PROJECT FOLLOWS THE LAPD'S DESIGN OUT CRIME PROGRAM, AN INITIATIVE THAT INTRODUCES THE TECHNIQUES OF CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) TO ALL CITY DEPARTMENTS BEYOND THE LAPD. THROUGH THE INCORPORATION OF THESE TECHNIQUES INTO THE PROJECT DESIGN, IN COMBINATION WITH THE SAFETY FEATURES ALREADY</p>	

Impact?	Explanation	Mitigation Measures	
		<p>INCORPORATED INTO THE PROPOSED PROJECT, THE PROPOSED PROJECT WOULD NEITHER CREATE CAPACITY/SERVICE LEVEL PROBLEMS NOR RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES FOR POLICE PROTECTION.</p>	
C.	LESS THAN SIGNIFICANT IMPACT	<p>DEVELOPMENT OF THE PROPOSED PROJECT WOULD BE SUBJECT TO CALIFORNIA GOVERNMENT CODE SECTION 65995, WHICH WOULD ALLOW LAUSD TO COLLECT IMPACT FEES FROM DEVELOPERS OF NEW RESIDENTIAL AND COMMERCIAL SPACE. CONFORMANCE TO CALIFORNIA GOVERNMENT CODE SECTION 65995 IS DEEMED TO PROVIDE FULL AND COMPLETE MITIGATION OF IMPACTS TO SCHOOL FACILITIES.</p>	
D.	LESS THAN SIGNIFICANT IMPACT	<p>THE PROPOSED PROJECT WOULD INCLUDE APPROXIMATELY 5,265 SQUARE FEET OF PROJECT AMENITIES ON THE PODIUM LEVEL (LEVEL 6). THESE AMENITIES WOULD CONSIST OF A GYM/RECREATION AREA, LIBRARY, LOUNGE, AND THEATER. THE PODIUM LEVEL WOULD ALSO INCLUDE A 19,285-SQUARE-FOOT COURTYARD WITH A SWIMMING POOL, LOUNGING AREAS, AND PUTTING GREEN. BICYCLE PARKING AND STORAGE WOULD BE PROVIDED AS PART OF THE PROPOSED PROJECT. THESE PROJECT FEATURES WOULD REDUCE THE DEMAND FOR PARK SPACE CREATED BY THE PROPOSED PROJECT. IN ADDITION, PAYMENT OF REQUIRED IMPACT FEES BY THE PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT WITHIN THE CITY OF LOS ANGELES PER LAMC SECTIONS 12.33 AND 17.12 AND THE CITY'S DWELLING UNIT CONSTRUCTION TAX COULD OFFSET SOME OF THE INCREASED DEMAND BY HELPING FUND NEW FACILITIES, AS WELL AS THE EXPANSION OF EXISTING FACILITIES.</p>	
E.	LESS THAN SIGNIFICANT IMPACT	<p>WHILE THE INCREASE IN POPULATION AS A RESULT OF THE PROPOSED PROJECT MAY CREATE A DEMAND FOR LIBRARY SERVICES, UNITS WITHIN THE NEW BUILDINGS WOULD HAVE INTERNET ACCESS; IN ADDITION, THE PROPOSED PROJECT WOULD PROVIDE ITS OWN LIBRARY SPACE FOR USE BY RESIDENTS TO ALLEVIATE SOME OF THE NEED FOR LIBRARY SERVICES AND RESOURCES.</p>	

Impact?	Explanation	Mitigation Measures
XV. RECREATION		
A.	LESS THAN SIGNIFICANT IMPACT	<p>THE PROPOSED PROJECT WOULD INCLUDE APPROXIMATELY 5,265 SQUARE FEET OF PROJECT AMENITIES ON THE PODIUM LEVEL (LEVEL 6). THESE AMENITIES WOULD CONSIST OF A GYM/RECREATION AREA, LIBRARY, LOUNGE, AND THEATER. THE PODIUM LEVEL WOULD ALSO INCLUDE A 19,285-SQUARE-FOOT COURTYARD WITH A SWIMMING POOL, LOUNGING AREAS, AND PUTTING GREEN. BICYCLE PARKING AND STORAGE WOULD BE PROVIDED AS PART OF THE PROPOSED PROJECT. THESE PROJECT FEATURES WOULD REDUCE THE DEMAND FOR PARK SPACE CREATED BY THE PROPOSED PROJECT. IN ADDITION, PAYMENT OF REQUIRED IMPACT FEES BY THE PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT WITHIN THE CITY OF LOS ANGELES PER LAMC SECTIONS 12.33 AND 17.12 AND THE CITY'S DWELLING UNIT CONSTRUCTION TAX COULD OFFSET SOME OF THE INCREASED DEMAND BY HELPING FUND NEW FACILITIES, AS WELL AS THE EXPANSION OF EXISTING FACILITIES.</p>
B.	LESS THAN SIGNIFICANT IMPACT	<p>THE RECREATIONAL AREAS PROPOSED BY THE PROJECT ARE INCLUSIVE OF THE PROPOSED PROJECT, AND AS DISCLOSED IN THIS INITIAL STUDY/MND, ALL IMPACTS OF THE PROPOSED PROJECT HAVE BEEN FOUND TO BE LESS THAN SIGNIFICANT.</p>
XVI. TRANSPORTATION/TRAFFIC		
A.	LESS THAN SIGNIFICANT IMPACT	<p>THE PROPOSED PROJECT WOULD RESULT IN THE ADDITION OF APPROXIMATELY 2,023 DAILY TRIPS (WITH 147 A.M. PEAK HOUR TRIPS AND 185 P.M. PEAK HOUR TRIPS) TO LOCAL STREETS AND INTERSECTIONS. EXCEPT FOR FOUR INTERSECTIONS, ALL OF THE STUDY INTERSECTIONS ARE OPERATING AT LEVEL OF SERVICE (LOS) D OR BETTER DURING THE A.M. AND P.M. PEAK HOURS UNDER EXISTING 2014 CONDITIONS. UNDER FUTURE WITHOUT AND WITH PROJECT CONDITIONS, ALL BUT THREE STUDY INTERSECTION WOULD CONTINUE TO OPERATE AT LOS E OR BETTER. BASED ON THE CITY OF LOS ANGELES SIGNIFICANT TRAFFIC IMPACT CRITERIA, THE PROPOSED PROJECT WOULD NOT RESULT IN SIGNIFICANT TRAFFIC IMPACTS AT ANY OF THE STUDY INTERSECTIONS.</p>
B.	LESS THAN SIGNIFICANT IMPACT	<p>THE PROPOSED PROJECT WOULD NOT ADD 50 OR MORE TRIPS AT THE IDENTIFIED CONGESTION MANAGEMENT PROGRAM (CMP) INTERSECTIONS DURING EITHER THE WEEKDAY MORNING PEAK HOUR OR THE EVENING PEAK HOUR.</p>

Impact?	Explanation	Mitigation Measures	
C.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT DOES NOT INCLUDE AN AVIATION COMPONENT OR INCLUDE FEATURES THAT WOULD INTERFERE WITH AIR TRAFFIC PATTERNS.	
D.	NO IMPACT	THE PROJECT SITE IS LOCATED IN A HIGHLY URBANIZED AREA DEVELOPED WITH ROADWAYS AND INFRASTRUCTURE. ALL ACCESS AND CIRCULATION ASSOCIATED WITH THE PROPOSED PROJECT WOULD BE DESIGNED AND CONSTRUCTED IN CONFORMANCE WITH ALL APPLICABLE REQUIREMENTS ESTABLISHED BY THE CITY'S DEPARTMENT OF BUILDING AND SAFETY, THE LAFD, AND THE LOS ANGELES MUNICIPAL CODE. THE PROPOSED PROJECT WOULD NOT INCLUDE ANY NEW ROADS THAT WOULD RESULT IN AN INCREASE IN HAZARDS DUE TO A DESIGN FEATURE. THE PROPOSED PROJECT WOULD BE CONTAINED ENTIRELY WITHIN THE PROJECT SITE. ADJACENT ROADWAYS WOULD NOT BE ALTERED AS A RESULT OF THE PROPOSED PROJECT.	
E.	NO IMPACT	THE PROPOSED PROJECT WOULD BE DESIGNED TO ALLOW ADEQUATE EMERGENCY ACCESS TO THE PROJECT SITE IN ACCORDANCE WITH APPLICABLE STREET AND DRIVEWAY STANDARDS. PROPOSED ACCESS TO THE DEVELOPMENT WOULD BE PROVIDED ALONG S. KENMORE AVENUE AND S. CATALINA STREET. THEREFORE, THE PROPOSED PROJECT WOULD NOT RESULT IN INADEQUATE EMERGENCY ACCESS.	
F.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT SITE IS LOCATED IN A TRANSIT-RICH AREA OF THE CITY THAT IS WELL-SERVED BY PUBLIC TRANSPORTATION. THE PROJECT SITE IS ALSO IMMEDIATELY ADJACENT TO THE WILSHIRE REGIONAL CENTER, A HIGHLY PEDESTRIAN-ORIENTED AREA OF THE CITY. THEREFORE, THE PROPOSED PROJECT IS ANTICIPATED TO RESULT IN A LESS-THAN-SIGNIFICANT IMPACT AS IT RELATES TO ADOPTED POLICIES, PLANS, OR PROGRAMS REGARDING ALTERNATIVE MODES OF TRANSPORTATION.	
XVII. UTILITIES AND SERVICE SYSTEMS			
A.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT WOULD GENERATE A NET INCREASE OF APPROXIMATELY 37,614 GALLONS PER DAY (GPD) OF WASTEWATER. THE HTP EXPERIENCES AN AVERAGE DAILY FLOW OF 362 MGD. AS A PROPORTION OF TOTAL AVERAGE DAILY FLOW EXPERIENCED BY THE HYPERION TREATMENT PLANT (HTP), THE WASTEWATER GENERATION OF THE PROPOSED PROJECT WOULD ACCOUNT FOR 0.01 PERCENT OF AVERAGE DAILY WASTEWATER FLOW. THIS INCREASE IN WASTEWATER FLOW WOULD NOT	

Impact?	Explanation	Mitigation Measures	
		JEOPARDIZE THE HTP TO OPERATE WITHIN ITS ESTABLISHED WASTEWATER TREATMENT REQUIREMENTS.	
B.	LESS THAN SIGNIFICANT IMPACT	<p>THE PROPOSED PROJECT WOULD USE UP TO APPROXIMATELY 80,529 GPD OF WATER AND RESULT IN A NET INCREASE OF 76,455 GPD OF WATER USE (EXISTING USES ARE ESTIMATED TO USE 4,074 GPD). THE ESTIMATED WATER DEMAND FOR THE PROPOSED PROJECT IS CONSERVATIVE AND PROVIDES A WORST-CASE SCENARIO SINCE IT DOES NOT TAKE INTO ACCOUNT REDUCTIONS FROM INCLUSION OF THESE WATER CONSERVATION FEATURES. FEATURES, SUCH AS DROUGHT TOLERANT LANDSCAPING, HIGH-EFFICIENCY TOILETS, AND "SMART" IRRIGATION CONTROLLERS COULD RESULT IN A REDUCTION IN POTABLE WATER CONSUMPTION BY AT LEAST 20 PERCENT AND LANDSCAPING WATER DEMAND BY AT LEAST 50 PERCENT. THE PROJECT DEMAND FOR WATER IS NOT ANTICIPATED TO REQUIRE NEW WATER SUPPLY ENTITLEMENTS AND/OR REQUIRE THE EXPANSION OF EXISTING OR CONSTRUCTION OF NEW WATER TREATMENT FACILITIES BEYOND THOSE ALREADY CONSIDERED IN THE 2010 URBAN WATER MANAGEMENT PLAN.</p>	
C.	LESS THAN SIGNIFICANT IMPACT	<p>DEVELOPMENT OF THE PROPOSED PROJECT WOULD MAINTAIN EXISTING DRAINAGE PATTERNS; SITE-GENERATED SURFACE WATER RUNOFF WOULD CONTINUE TO FLOW TO THE CITY'S STORM DRAIN SYSTEM. SINCE THE PROJECT SITE IS ALMOST ENTIRELY IMPERVIOUS, IMPERMEABLE SURFACES RESULTING FROM THE DEVELOPMENT OF THE PROJECT WOULD NOT SIGNIFICANTLY CHANGE THE VOLUME OF STORM WATER RUNOFF. ACCORDINGLY, SINCE THE VOLUME OF RUNOFF FROM THE SITE WOULD NOT MEASURABLY INCREASE OVER EXISTING CONDITIONS, WATER RUNOFF AFTER DEVELOPMENT WOULD NOT EXCEED THE CAPACITY OF EXISTING OR PLANNED DRAINAGE SYSTEMS.</p>	
D.	LESS THAN SIGNIFICANT IMPACT	<p>THE PROPOSED PROJECT WOULD USE UP TO APPROXIMATELY 80,529 GPD OF WATER AND RESULT IN A NET INCREASE OF 76,455 GPD OF WATER USE (EXISTING USES ARE ESTIMATED TO USE 4,074 GPD). THE ESTIMATED WATER DEMAND FOR THE PROPOSED PROJECT IS CONSERVATIVE AND PROVIDES A WORST-CASE SCENARIO SINCE IT DOES NOT TAKE INTO ACCOUNT REDUCTIONS FROM INCLUSION OF THESE WATER CONSERVATION FEATURES. FEATURES, SUCH AS DROUGHT TOLERANT LANDSCAPING, HIGH-EFFICIENCY TOILETS, AND "SMART" IRRIGATION CONTROLLERS COULD RESULT IN A REDUCTION IN POTABLE WATER CONSUMPTION BY AT LEAST 20 PERCENT AND LANDSCAPING</p>	

Impact?	Explanation	Mitigation Measures
	WATER DEMAND BY AT LEAST 50 PERCENT. THE PROJECT DEMAND FOR WATER IS NOT ANTICIPATED TO REQUIRE NEW WATER SUPPLY ENTITLEMENTS AND/OR REQUIRE THE EXPANSION OF EXISTING OR CONSTRUCTION OF NEW WATER TREATMENT FACILITIES BEYOND THOSE ALREADY CONSIDERED IN THE 2010 URBAN WATER MANAGEMENT PLAN.	
E. LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT WOULD GENERATE A NET INCREASE OF APPROXIMATELY 37,614 GALLONS PER DAY (GPD) OF WASTEWATER. THE HTP EXPERIENCES AN AVERAGE DAILY FLOW OF 362 MGD. AS A PROPORTION OF TOTAL AVERAGE DAILY FLOW EXPERIENCED BY THE HTP, THE WASTEWATER GENERATION OF THE PROPOSED PROJECT WOULD ACCOUNT FOR 0.01 PERCENT OF AVERAGE DAILY WASTEWATER FLOW. THIS INCREASE IN WASTEWATER FLOW WOULD NOT JEOPARDIZE THE HTP TO OPERATE WITHIN ITS ESTABLISHED WASTEWATER TREATMENT REQUIREMENTS.	
F. LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT WOULD GENERATE APPROXIMATELY 616 POUNDS, OR 0.3 TON, OF SOLID WASTE PER DAY. SOLID WASTE GENERATED BY THE PROPOSED PROJECT REPRESENTS LESS THAN 0.003 PERCENT OF THE REMAINING DAILY PERMITTED INTAKE CAPACITY OF THE AREA LANDFILLS.	
G. LESS THAN SIGNIFICANT IMPACT	IN COMPLIANCE WITH ASSEMBLY BILL (AB) 939, THE PROJECT APPLICANT WOULD BE REQUIRED TO IMPLEMENT A SOLID WASTE DIVERSION PROGRAM AND DIVERT AT LEAST 50 PERCENT OF THE SOLID WASTE GENERATED BY THE PROJECT FROM THE SUNSHINE CANYON LANDFILL. COMPLIANCE WITH AB 939 WOULD RESULT IN THE REDUCTION OF SOLID WASTE GENERATED BY THE PROPOSED PROJECT TO 308 POUNDS PER DAY. SOLID WASTE GENERATED BY THE PROPOSED PROJECT WOULD BE SUFFICIENTLY ACCOMMODATED BY THE AREA LANDFILLS.	
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE		
A. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT WOULD NOT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, OR REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL. HOWEVER, DURING PROJECT CONSTRUCTION, THE PROPOSED PROJECT MAY ENCOUNTER UNKNOWN CULTURAL RESOURCES, INCLUDING ARCHAEOLOGICAL AND PALEONTOLOGICAL	

Impact?	Explanation	Mitigation Measures	
		RESOURCES. WITH MITIGATION, POTENTIAL IMPACTS TO THESE RESOURCES WOULD BE REDUCED TO LESS-THAN-SIGNIFICANT LEVELS.	
B.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	ALL POTENTIAL IMPACTS OF THE PROPOSED PROJECT WOULD BE REDUCED TO LESS-THAN-SIGNIFICANT LEVELS WITH IMPLEMENTATION OF THE MITIGATION MEASURES PROVIDED IN THE PREVIOUS SECTIONS. NONE OF THESE POTENTIAL IMPACTS ARE CONSIDERED CUMULATIVELY CONSIDERABLE, AND IMPLEMENTATION OF THE MITIGATION MEASURES IDENTIFIED IN THIS INITIAL STUDY WILL ENSURE THAT NO CUMULATIVE IMPACTS WILL OCCUR AS A RESULT OF THE PROPOSED PROJECT.	
C.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	ALL POTENTIAL IMPACTS OF THE PROPOSED PROJECT HAVE BEEN IDENTIFIED, AND MITIGATION MEASURES HAVE BEEN PRESCRIBED, WHERE APPLICABLE, TO REDUCE ALL POTENTIAL IMPACTS TO LESS-THAN-SIGNIFICANT LEVELS. UPON IMPLEMENTATION OF MITIGATION MEASURES IDENTIFIED IN THIS INITIAL STUDY, THE PROPOSED PROJECT WOULD NOT HAVE THE POTENTIAL TO RESULT IN SUBSTANTIAL ADVERSE IMPACTS ON HUMAN BEINGS EITHER DIRECTLY OR INDIRECTLY.	

**CATALINA APARTMENTS PROJECT
805-823 S. CATALINA STREET
806-820 KENMORE AVENUE
INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION**

Prepared for

CITY OF LOS ANGELES
Department of City Planning
Plan Implementation Division, Metro Unit
200 N. Spring Street, Room 621
Los Angeles, CA 90012

Prepared by

TERRY A. HAYES ASSOCIATES INC.
8522 National Boulevard, Suite 102
Culver City, CA 90232

October 2014

TABLE OF CONTENTS

	<u>Page</u>
1.0 INTRODUCTION.....	1-1
1.1 Project Overview.....	1-1
1.2 Environmental Compliance Requirements.....	1-1
1.3 Actions and Agencies Involved.....	1-1
1.4 Project Information	1-2
1.5 Organization of Initial Study.....	1-2
2.0 PROJECT DESCRIPTION	2-1
2.1 Project Site Description and Location	2-1
2.2 Surrounding Land Uses	2-1
2.3 Project Characteristics	2-1
2.4 Construction Activities and Schedule.....	2-9
2.5 Discretionary Actions and Approvals.....	2-9
3.0 INITIAL STUDY CHECKLIST AND EVALUATION	3-1
3.1 Aesthetics	3-2
3.2 Agriculture and Forest.....	3-4
3.3 Air Quality.....	3-8
3.4 Biological Resources	3-14
3.5 Cultural Resources	3-15
3.6 Geology and Soils	3-17
3.7 Greenhouse Gas Emissions	3-20
3.8 Hazards and Hazardous Materials.....	3-23
3.9 Hydrology and Water Quality.....	3-25
3.10 Land Use and Planning	3-27
3.11 Mineral Resources	3-33
3.12 Noise	3-33
3.13 Population and Housing.....	3-41
3.14 Public Services.....	3-43
3.15 Recreation	3-45
3.16 Transportation/Traffic.....	3-46
3.17 Utilities and Service Systems.....	3-50
3.18 Mandatory Findings of Significance.....	3-53
4.0 LIST OF PREPARERS AND SOURCES CONSULTED	4-1
4.1 Lead Agency	4-1
4.2 Initial Study Preparers.....	4-1
4.3 Technical Consultants.....	4-1
4.4 Sources Consulted.....	4-1

APPENDICES

Appendix A	Air Quality Calculations
Appendix B	Noise Calculations
Appendix C	Traffic Impact Study

TABLE OF CONTENTS (cont.)

Page

LIST OF FIGURES

Figure 2-1	Regional Location	2-2
Figure 2-2	Project Location.....	2-3
Figure 2-3	Project Plot Plan	2-4
Figure 2-4	North Elevation	2-5
Figure 2-5	South Elevation	2-6
Figure 2-6	East Elevation.....	2-7
Figure 2-7	West Elevation	2-8

LIST OF TABLES

Table 3-1	Estimated Daily Construction Emissions – Unmitigated	3-10
Table 3-2	Estimated Daily Construction Emissions – Mitigated.....	3-11
Table 3-3	Regional Operational Emissions	3-12
Table 3-4	Annual Greenhouse Gas Emissions.....	3-22
Table 3-5	Relevant Regional (SCAG) Planning Goals and Policies	3-29
Table 3-6	Relevant City Planning Goals and Policies	3-30
Table 3-7	Existing Noise Levels.....	3-35
Table 3-8	Typical Outdoor Construction Noise Levels	3-36
Table 3-9	Maximum Noise Levels of Common Construction Machines	3-36
Table 3-10	Typical Construction Noise Levels	3-36
Table 3-11	Estimated Mobile Source Noise Levels.....	3-38
Table 3-12	Estimated Mobile Source Noise Levels.....	3-39
Table 3-13	Vibration Velocities For Construction Equipment	3-40
Table 3-14	Level-of-Service Definitions	3-47
Table 3-15	Project Trip Generation Rates and Estimates	3-47
Table 3-16	Summary of Intersection Analysis	3-48
Table 3-17	Estimated Wastewater Generation of the Proposed Project	3-51
Table 3-18	Estimated Water Usage of the Project.....	3-51
Table 3-19	Solid Waste Facilities Serving the City of Los Angeles.....	3-52
Table 3-20	Estimated Solid Waste Generation of the Proposed Project.....	3-53

1.0 INTRODUCTION

1.1 PROJECT OVERVIEW

This report analyzes the potential environmental effects of the proposed Catalina Apartments project (proposed project) located on contiguous lots at 805-833 S. Catalina Street and 806-836 S. Kenmore Avenue in the Wilshire Community Plan Area (CPA) in the City of Los Angeles. The proposed project consists of the construction of a high-rise multi-family residential building with ground floor and second floor commercial/retail space and sixth floor project amenities, which are further described in Section 2.0, below.

This report is prepared in compliance with the California Environmental Quality Act (CEQA) (Public Resources Code, Sections 21000–21189.3) and the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000–15387). The purpose of this document is to inform the City of Los Angeles, acting as Lead Agency for the proposed project in accordance with CEQA; public agencies; adjacent property owners; and the general public of the potential environmental effects resulting from the implementation of the proposed project.

This document alone does not determine whether the proposed project will be approved. Rather, it is a disclosure document aimed at informing all concerned parties equally and fostering informed discussion and decision-making regarding all aspects of the proposed project.

1.2 ENVIRONMENTAL COMPLIANCE REQUIREMENTS

The proposed project requires environmental review under CEQA. For the proposed project to obtain an environmental clearance in the form of a Mitigated Negative Declaration (MND) in compliance with CEQA from the City of Los Angeles, any potential significant adverse effects must be mitigated to a less-than-significant level.

1.3 ACTIONS AND AGENCIES INVOLVED

Section 15063(a) of the State CEQA Guidelines requires the Lead Agency to prepare an Initial Study to determine if the proposed project may have a significant effect on the environment. The Initial Study is prepared for consideration by the City of Los Angeles. The Initial Study provides the basis for the declaration that, with the implementation of mitigation measures as prescribed herein, the proposed project would not have a significant adverse effect on the environment.

DISCRETIONARY ACTIONS

Discretionary actions include those local approvals or entitlements necessary in order to implement a project. Under CEQA, there are several types of discretionary actions that could be required for the eventual certification or adoption of the environmental document and approval of a project. Discretionary actions that may be required with the proposed project include the following:

- General Plan Amendment from Neighborhood Office Commercial and High Medium Residential to Regional Center Commercial;
- Zone change from (Q)C2-1 and R4-2 to R5-2;
- Height District change from Height District 1 to Height District 2;
- Conditional Use Permit to allow a commercial use in a R5-2 zone;
- Zoning Administrator Adjustment for Yard Reductions;
- Site Plan Review for 50 or more units; and
- Additional actions as may be determined necessary.

1.4 PROJECT INFORMATION

Project Title:	Catalina Apartments Project 805-823 S. Catalina Street 806-820 Kenmore Avenue
Lead Agency Name and Address:	City of Los Angeles Department of City Planning 200 N. Spring Street, Room 621 Los Angeles, CA 90012
Contact Person and Phone Number:	Ms. Debbie Lawrence, AICP, City Planner (213) 978-1163
Project Sponsor's Name and Address:	Colony Holdings 140 S. Beverly Drive, Suite 200 Beverly Hills, CA 90212

1.5 ORGANIZATION OF INITIAL STUDY

The content and format of this Initial Study is designed to meet the requirements of CEQA. This Initial Study is organized into the following four sections:

1.0 Introduction. This section provides introductory information, including the project overview, the Lead Agency for the proposed project, the required discretionary actions and approvals, and project information, including the project title and the project applicant information.

2.0 Project Description. This section provides a description of the proposed project, a description of the project site and the surrounding land uses, the estimated timeline for the construction and implementation of the proposed project.

3.0 Initial Study Checklist and Evaluation. This section contains the complete CEQA Initial Study Checklist, which identifies the level of impact under each environmental impact category. This section also includes a discussion of the environmental impacts associated with each category.

4.0 List of Preparers and Sources Consulted. This section provides a list of consultant team members that participated and a list of sources and references used in the preparation of this Initial Study.

2.0 PROJECT DESCRIPTION

This section provides a description of the project site and the surrounding land uses, characteristics and components of the proposed project, and the estimated timeline for the implementation of the proposed project.

2.1 PROJECT SITE DESCRIPTION AND LOCATION

The project site is comprised of seven contiguous lots, totaling approximately 1.25 acres, located at 805-823 S. Catalina Street and 806-820 S. Kenmore Avenue in the Wilshire Community Plan Area (CPA) of the City of Los Angeles, as shown in **Figure 2-1**. The eastern half of the project site has been cleared of the previous uses, including 54 residential units, approximately 4,800 square feet of retail and commercial space, approximately 5,300 square feet of office space, and parking lot, when they were demolished sometime in late 2008 to early 2009. The western half of the project site remains occupied by three low-rise apartment buildings (totaling 14 dwelling units) of varying age and architectural style.

The Wilshire Community Plan designates the northeastern corner of the project site as Neighborhood Office Commercial with a corresponding zoning of (Q)C2-1 and the majority of the project site as High Medium Residential with a corresponding zoning of R4-2.

2.2 SURROUNDING LAND USES

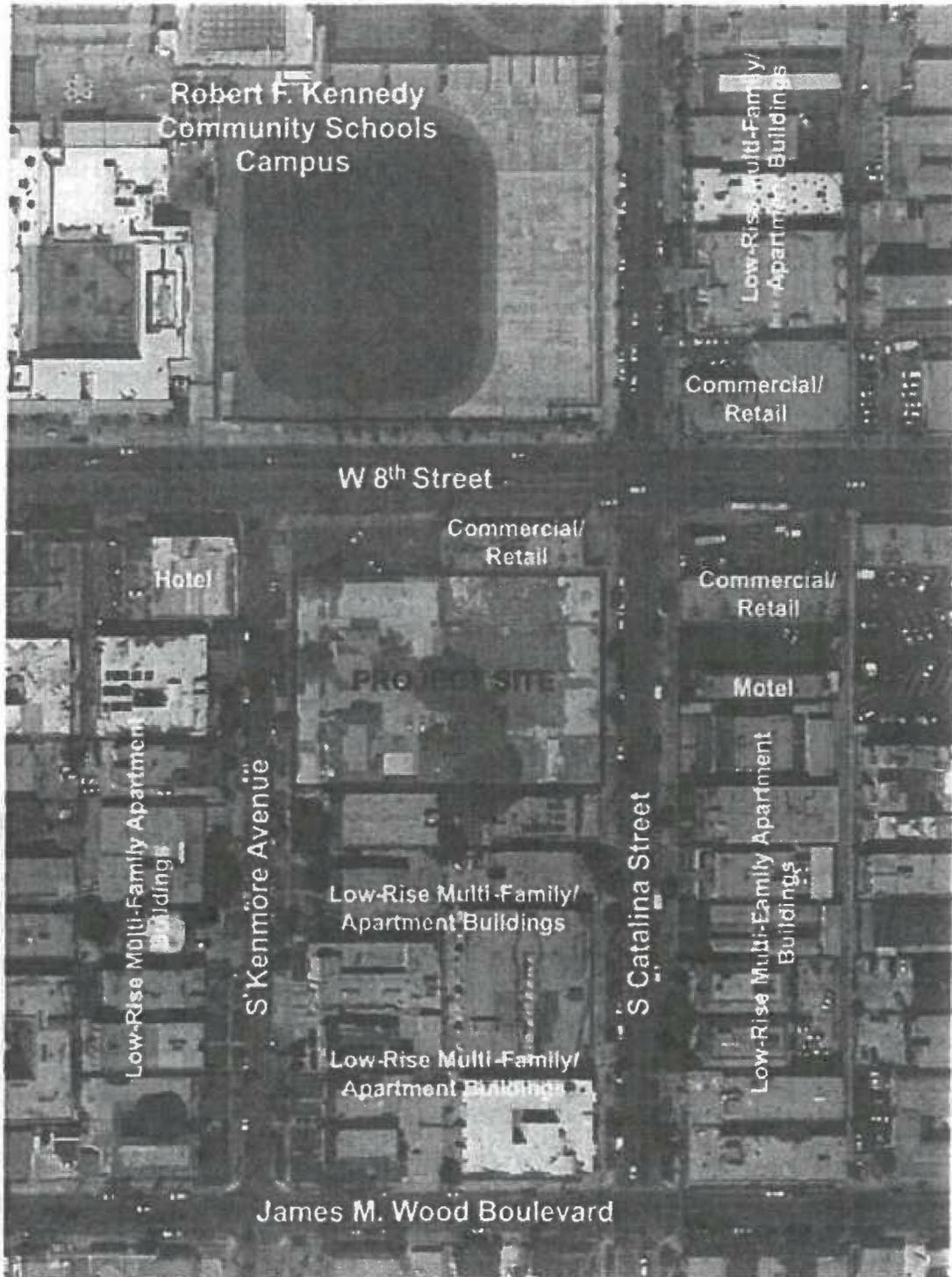
The project site is located within a primarily low-rise residential/commercial neighborhood with the Robert F. Kennedy Community Schools campus located to the north across W. 8th Street, as shown in **Figure 2-2**. Low-rise apartment buildings and a motel are located to the east of the project site across South Catalina Street. Similarly, low-rise apartment buildings and a hotel are located to the west of the project site across S. Kenmore Avenue. A liquor store and a restaurant are located immediately adjacent to the project site to the north, and a two-story apartment building and a three-story apartment building are located immediately adjacent to the south.

Generally, the south side of W. 8th Street in the Wilshire CPA consists of a retail/commercial frontage and low-rise multi-family residential buildings beyond the retail/commercial frontage. Correspondingly, a majority of the parcels south of W. 8th Street are designated by the Wilshire Community Plan as High Medium Residential and zoned R4-2 with the retail/commercial frontage designated as Neighborhood Office Commercial and zoned C2-1.

2.3 PROJECT CHARACTERISTICS

The proposed project includes demolition of 14 multi-family residential units from the western portion of the project site and site clearance of the eastern portion of the project site, which contains remnants of the previous residential, commercial, and offices uses. Following demolition and clearing of all structures, the project site would be redeveloped with a mixed-use building that would contain 36 studios/single units, 36 one-bedroom units, 17 one bedroom units with a den, 168 two-bedroom units, and 12 stacked (two-level) units, for a total of 269 units, and 7,500 square feet of retail. The proposed project would be comprised of 322,238 square feet of gross floor area. As shown in **Figure 2-3**, the proposed project would consist of a combined total of 7,500 square feet of retail on the ground floor and second level; approximately 5,383 square feet of project amenities on the podium level (Level 6), including a gym/recreation area, library, lounge, and theater; a 19,285-square-foot courtyard, including a swimming pool with lounging areas and putting green; and 1,375 square feet of rooftop lounge.

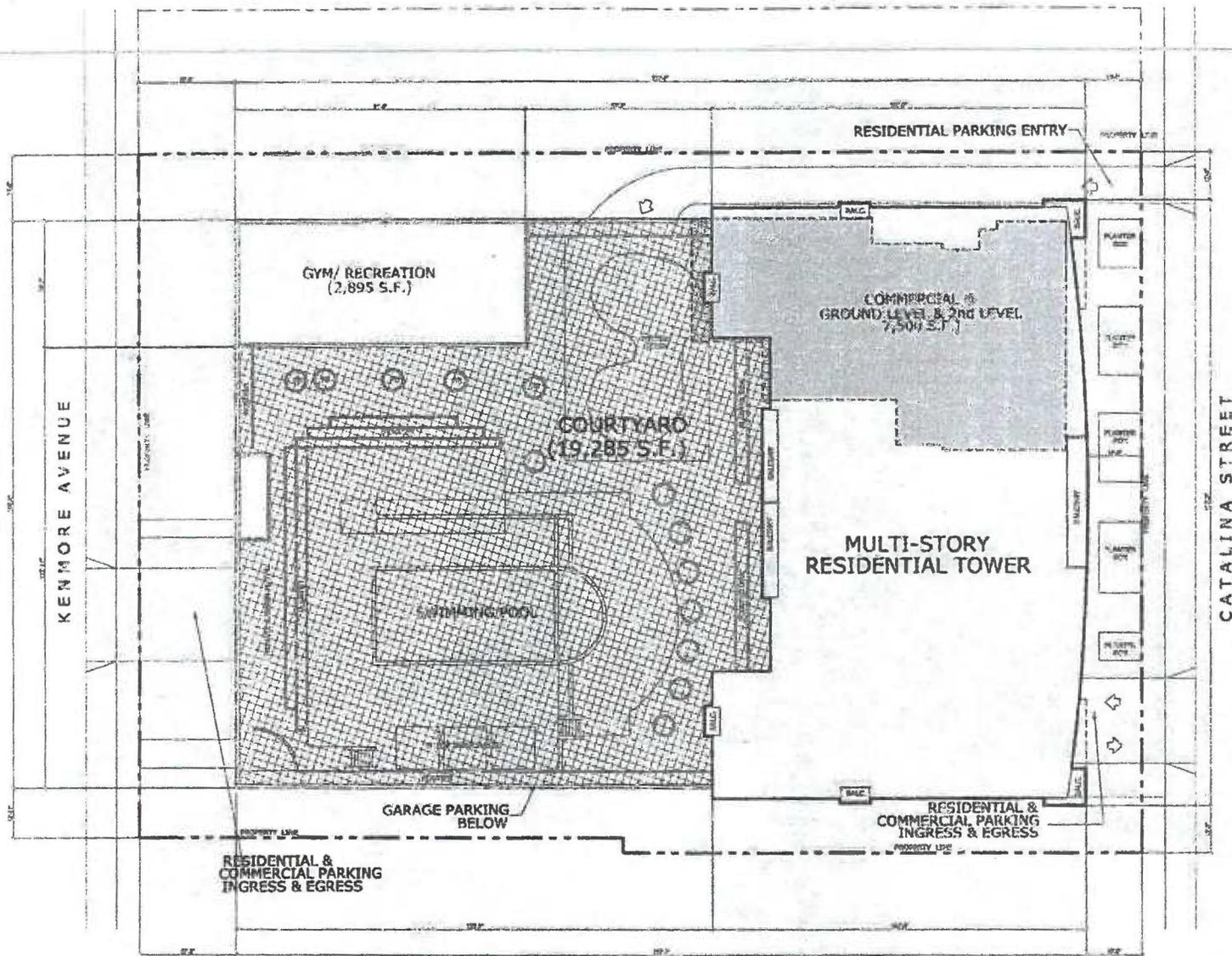
The proposed project would comprise of 27 stories, extending to a maximum height of 300.5 feet, as shown in **Figure 2-4** through **Figure 2-7**. The proposed project would also include two subterranean levels, which would be used to accommodate some of the parking spaces provided by the proposed project. A total of 562 parking spaces would be provided on seven levels (i.e., two subterranean levels, ground level, and Levels 2 through 5).



SOURCE Google Map, Taha, 2014

taha Catalina Apartments Project
Initial Study/Mitigated Negative Declaration
CITY OF LOS ANGELES

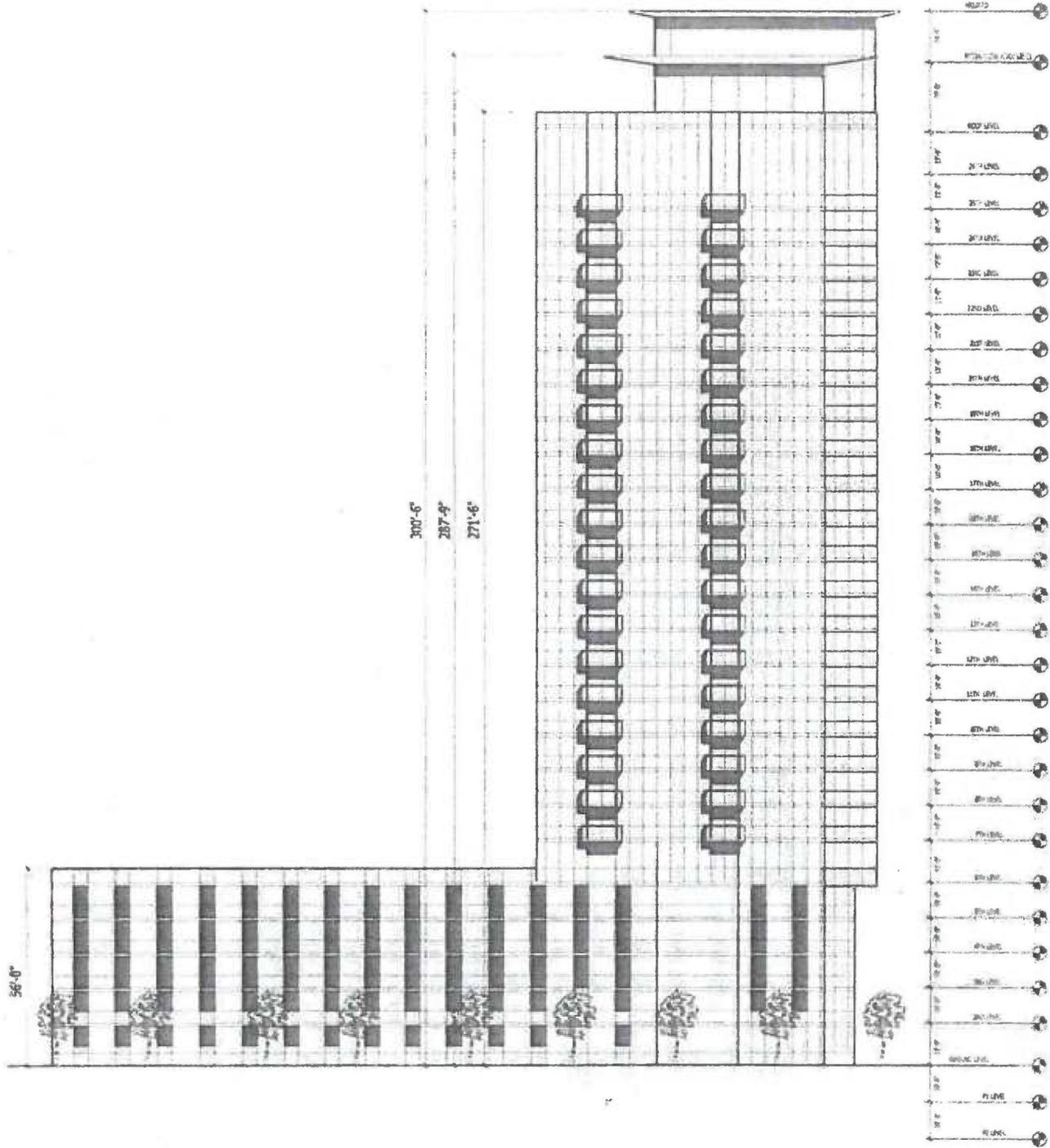
FIGURE 2-2
PROJECT LOCATION



SOURCE: Oakes Architects, 2014.

FIGURE 2-3

PROJECT PLOT PLAN



SOURCE: Oakes Architects, 2014.



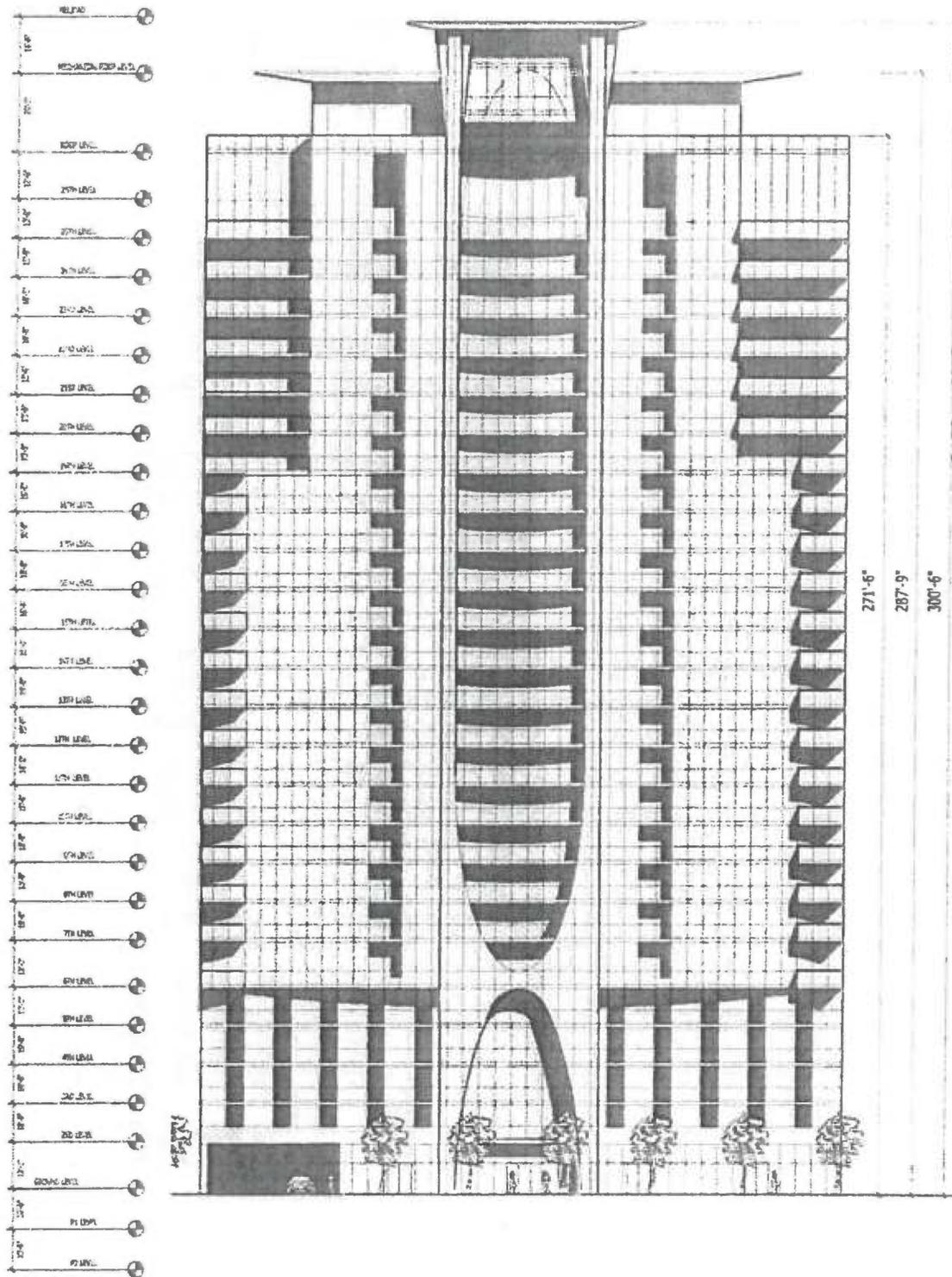
Catalina Apartments Project
 Initial Study/Mitigated Negative Declaration

taha 2014-083

CITY OF LOS ANGELES

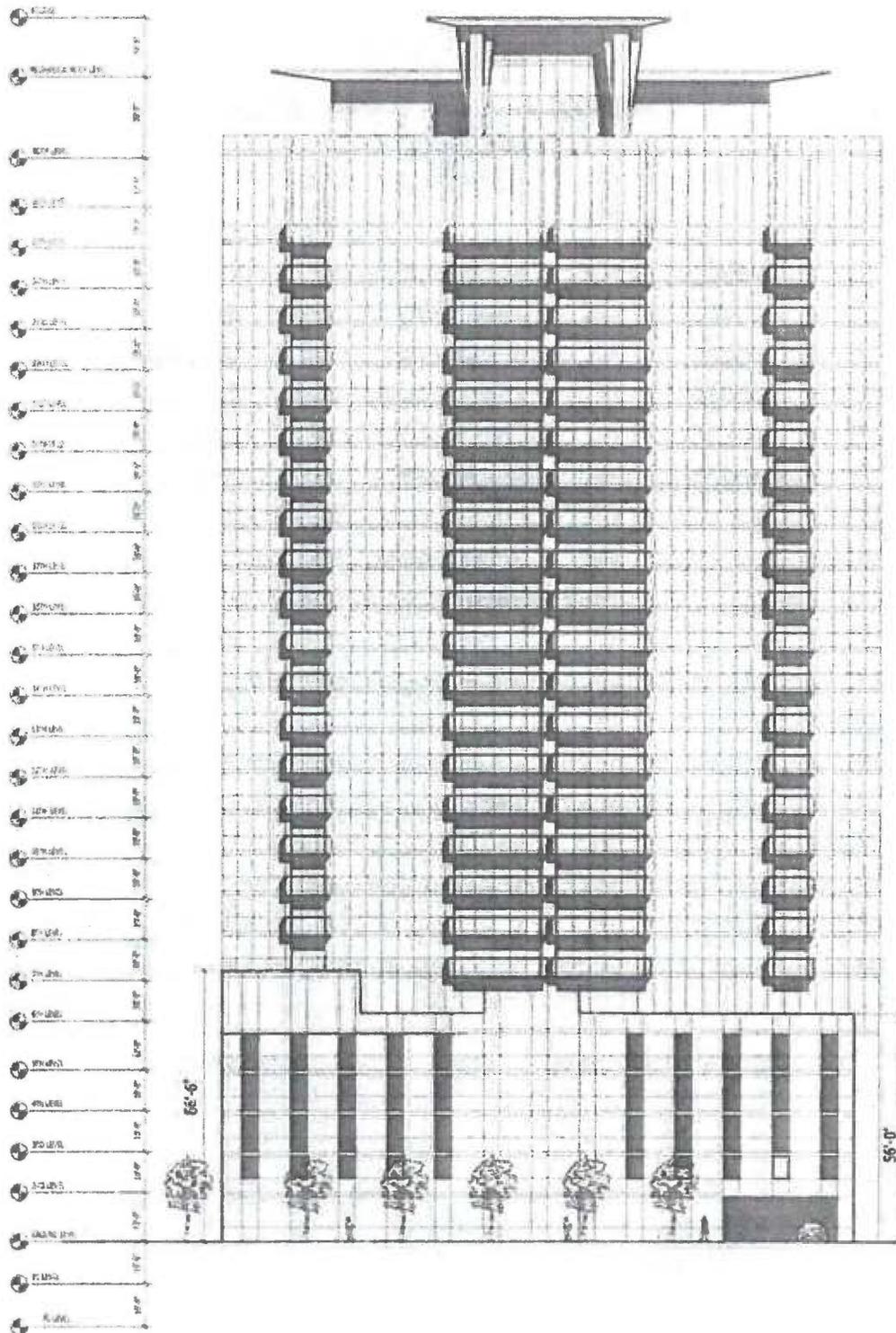
FIGURE 2-5

SOUTH ELEVATION



SOURCE: Oakes Architects, 2014.

FIGURE 2-6
EAST ELEVATION



SOURCE: Oakes Architects, 2014.



Catalina Apartments Project
Initial Study/Mitigated Negative Declaration

taha 2014-083

CITY OF LOS ANGELES

FIGURE 2-7

WEST ELEVATION

Based on the parking requirements specified in the Los Angeles Municipal Code (LAMC), the proposed project requires 484 spaces; accordingly, the proposed project would exceed the parking requirement by 78 spaces. Three ingress/egress points would provide vehicular access to the proposed project – two on S. Catalina Street and one on South Kenmore Avenue, as shown in **Figure 2-3**.

The proposed project would connect to existing utility infrastructure (e.g., water mains, sewer lines, and storm drain inlets), which could require off-site improvements in the adjacent rights-of-way. At this time, locations for connection have not been defined. Coordination with the City of Los Angeles utility providers would be required prior to completion of final project design to ensure that all local requirements are met for project implementation.

2.4 CONSTRUCTION ACTIVITIES AND SCHEDULE

Construction activities include site clearance and demolition, which would entail the removal of the existing residential buildings on S. Kenmore Avenue, vegetation, parking lot pavement, fencing, and the old building pads on the previously existing residential and commercial uses on S. Catalina Street; excavation and grading; and building construction. Construction is anticipated to begin at the beginning 2016 and be completed in 24 months, with project occupancy at the beginning of 2018. Construction of the proposed project would occur in one phase.

Demolition of the three apartment buildings on the western portion of the project site may include removal of asbestos-containing materials and lead-based paint. If found to be present in the building, removal of these hazardous materials would occur in compliance with applicable federal, State, and/or South Coast Air Quality Management District (SCAQMD) regulations. Demolition would result in an estimated 38 truckloads of exported materials during site clearance over 15 construction days (approximately 3 truckload per day).¹ It is anticipated that demolition and site clearance would occur over a two-week period. Excavation and grading of the project site would require export of soil materials to accommodate the project development. In particular, the proposed project would include two subterranean levels of parking, which would require excavation to a maximum depth of 31 feet (including excavation for project footings and foundations). Approximately 62,454 cubic yards of excavated materials are preliminarily calculated for the project site, resulting in an estimated 5,205 truckloads of exported materials or approximately 60 truckloads per day over 88 construction days.

In accordance with the City of Los Angeles Noise Ordinance, construction crews would work no more than eight hours per day and would restrict their activities to between 7:00 a.m. and 8:00 p.m. on non-federal holiday weekdays, and between 8:00 a.m. and 6:00 p.m. on Saturdays. No construction on Sundays or federal holidays would occur.

2.5 DISCRETIONARY ACTIONS AND APPROVALS

The proposed project would require at least two discretionary actions by the City, including a General Plan Amendment from Neighborhood Office Commercial and High Medium Residential to Regional Center Commercial, and a Zone Change for the project site from (Q)C2-1 and R4-2 to R5-2. The proposed zoning permits a floor area ratio (FAR) of 6 to 1, one unit per 200 square feet of lot area, and no limit on building heights. Accordingly, the proposed zone change would result in an increase in the allowable density of development on the project site as the FAR would slightly increase (for the existing (Q)C2-1 parcel) and would allow for increased building heights and a greater number of units at reduced sizes. The provision of a greater number of smaller units as compared to what is currently permitted under existing zoning is intended to accommodate the housing needs in the Wilshire CPA.

¹Based on the building outlines and building height derived from the Los Angeles County GIS Data Portal (Countywide Building Outlines) (November 1, 2012) and the CalEEMod Model.

This Page Left Intentionally Blank.

3.0 INITIAL STUDY CHECKLIST AND EVALUATION

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.

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture / Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation / Traffic | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency):

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Ms. Debbie Lawrence, AICP, City Planner
Printed Name

Date

Los Angeles Department of City Planning
For

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.1 AESTHETICS - Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. A panoramic view would be generally wide and extend into the distance. Diminishment of a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected.

The project site is located in the southeastern portion of the Wilshire CPA near Koreatown, approximately two miles west of downtown Los Angeles. The Wilshire CPA has a pattern of low to medium density residential uses interspersed with areas of higher density residential uses. Long narrow corridors of commercial activity can be found along major boulevards, including Wilshire Boulevard, Pico Boulevard, Western Avenue, and Vermont Avenue. The CPA east of Western Avenue contains large concentrations of higher-density residential neighborhoods surrounding the regional commercial area, known as Wilshire Regional Center. The project site is immediately adjacent to the southern boundary of the Wilshire Regional Center. In the vicinity of the project site, Wilshire Boulevard is developed with a mix of mid-rise and low-rise buildings, as well as mid-rise multi-family residential uses (condominiums and apartments). Most multi-story buildings have ground-floor retail establishments with offices or residential units on upper floors.

The Santa Monica Mountains are located approximately 4.5 miles north of the proposed site. The relatively flat topography and the density of development in the project area, including buildings along the Wilshire Boulevard corridor that are up to 14 stories tall, largely prevent long-range views of the mountains from the project site and areas south of Wilshire Boulevard. Similarly, short-term views to, from, and through the project site are limited beyond the immediately adjacent land uses, sidewalks, and street corridors, and, as such, the project area does not offer any vantage points for scenic vistas or panoramic views. Therefore, although the proposed project would substantially increase the height and massing of development on the project site, project implementation would not partially or entirely obstruct any views of unique scenic vistas or focal points. Accordingly, impacts related to scenic vistas would be less than significant.

b) **No Impact.** A significant impact would occur if the proposed project would substantially damage scenic resources within a State Scenic Highway. While the nearest State-designated scenic highway (Angeles Crest Highway) is located approximately 12 miles northeast of the project site, the Wilshire CPA includes four City-designated scenic highways; however, none of these scenic highways are located within two miles of the project site.² The City of Los Angeles' General Plan Transportation Element was also reviewed, which confirmed no other City-designated scenic highways in other

²California Department of Transportation. *California Scenic Highway Mapping System*, Los Angeles County. Available: http://www.dot.ca.gov/hq/LandArch/scenic_highways/, accessed on September 8, 2014; City of Los Angeles, *Wilshire Community Plan*, September 19, 2001.

adjacent CPAs are located near the project site.³ Accordingly, the proposed project would not be visible from a State-designated scenic highway or readily visible from any one of the four City-designated highways. Therefore, no impacts related to scenic highways would occur.

- c) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project would substantially degrade the existing visual character or quality of the project site and its surroundings. Significant impacts to the visual character of a site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area.

The project area is developed with a mix of land uses, including residential, commercial, and institutional. The Robert F. Kennedy Community Schools campus is located to the north of the project site across W. 8th Street. Immediately east, west, and south of the project site are low-rise multi-family residential buildings, with a commercial strip located immediately north of the project site.

The proposed project would involve demolition of three multi-family residential buildings on the western half of the project site and site clearance on the eastern half of the project site, which still contains remnants of the previous demolition of the office, commercial, and residential uses from the site. The proposed project would develop a 27-story residential structure that would house a total of 269 units above a podium level and parking. Although the proposed project would entail a higher density and scale than the surrounding uses, the proposed project would be designed to enhance the neighborhood character, consistent with the Wilshire Regional Center immediately to the north of the project site. The proposed project would be consistent with recent legislations (i.e., Senate Bill [SB] 743 and SB 375) that encourage development of mixed-use projects in transit priority areas. The proposed project would maximize use of the transit-rich community in which the proposed project is located. The proposed project is within two blocks of the Wilshire Boulevard, which is a major transit corridor, and approximately 0.4 mile of two Metro stations (Wilshire/ Vermont and Wilshire/Normandie stations) to maximize mobility of project residents. The proposed project would improve the streetscape and enhance the character of the neighborhood. Currently, Catalina Street, particularly in front of and on the project site, is littered with trash. The proposed project would include landscaping and streetscape improvements to enhance the visual quality of the area. Accordingly, the proposed project would not degrade the existing visual character or quality of the project site and its surroundings as the project would enhance rather than detract from the visual character of an area. Therefore, the proposed project would result in a less-than-significant impact on visual quality.

- d) **Less Than Significant Impact.** A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions.

Due to the urbanized nature of the area, a moderate level of ambient nighttime light already exists. Nighttime lighting sources include street lights, vehicle headlights, and interior and exterior building illumination. The proposed project would include nighttime security lighting primarily along the perimeter of the project site. However, the security lighting would be night-friendly LEDs and would not substantially change existing ambient nighttime lighting conditions. The proposed project does not

³City of Los Angeles, *Transportation Element of the General Plan*, Map E: Scenic Highways in the City of Los Angeles, June 1998.

include any elements or features that would create substantial new sources of glare. Therefore, light and glare impacts would be less than significant.

According to the City of Los Angeles CEQA Thresholds Guide, shade and shadow impacts are considered significant when they cover shadow-sensitive uses for a substantial amount of time (three to four hours depending on the time of the year). Due to the sun's angle in the northern hemisphere, shadows are cast in a clockwise direction from west/northwest to east/northeast from approximately 7:00 a.m. to 4:00 p.m. or later depending on the time of the year: Spring/Fall Equinoxes (March 20 and September 22), Winter Solstice (December 21), and Summer Solstice (June 21). Generally, the shortest shadows are cast during the Summer Solstice and grow increasingly longer peaking at the Winter Solstice. During the Winter Solstice, the sun appears to be lower in the sky and shadows are at their maximum coverage lengths. Shadow-sensitive uses generally include routinely useable outdoor spaces associated with residential, recreational, or institutional land uses; commercial uses, such as pedestrian-oriented outdoor spaces or restaurants with outdoor seating areas; nurseries; and existing solar collectors/panels. Shadow-sensitive uses in the project area consist of swimming pools, particularly at the Robert F. Kennedy Community Schools campus north of the project site across W. 8th Street and at a private multi-residential apartment building immediately west of the project site, and the athletics fields at the school campus.

Figure 3-1 through Figure 3-3 illustrates the projected movement of shadows cast by the proposed project on the Spring/Fall Equinox, as well as the Winter and Summer Solstices. Shadows cast by existing development surrounding the project site are not depicted on these figures. Figure 3-1 and Figure 3-3 show that the proposed project would not cast any shadows on the two shade-sensitive uses at any time during the Spring/Fall Equinox and the Summer Solstice. Figure 3-2 shows that the proposed project would not cast any shadows on the two shade-sensitive uses at any time except between 9:00 a.m. and 10:00 a.m. on the school campus pool. Based on the shadow simulations, the proposed project would not cast shadows that affect shade-sensitive uses for more than three consecutive hours between 9:00 a.m. and 3:00 p.m. from late October to early April, or any time between 9:00 a.m. and 5:00 p.m. from early April to late October. Therefore, impacts related to shade and shadow would be less than significant.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<p>3.2 AGRICULTURE AND FOREST - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



LEGEND

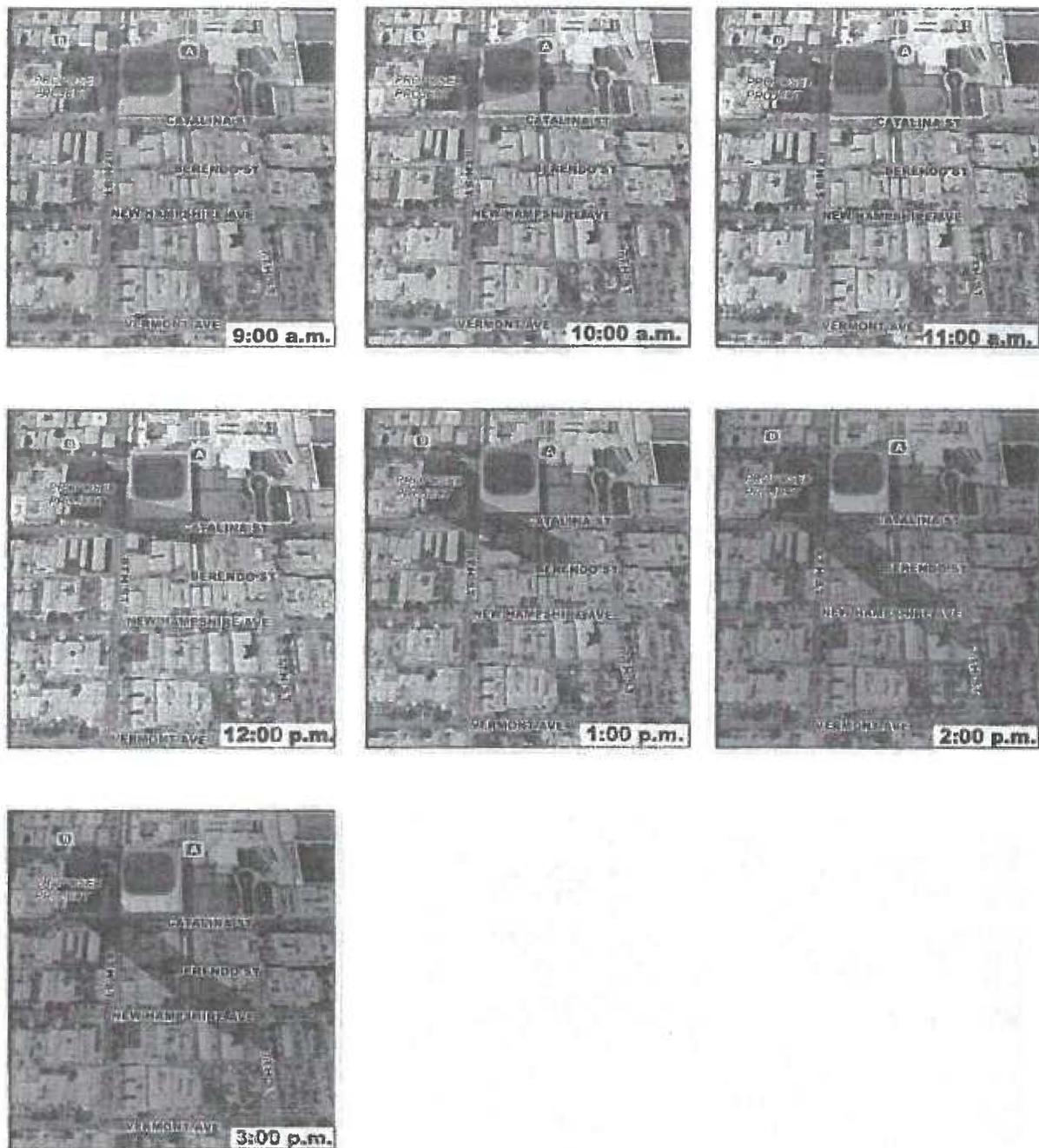
- Project Site
- Ⓐ Pool at the Robert F. Kennedy Community Schools Campus
- Ⓑ Pool for Multi-Family Apartments

SOURCE: TAHA, 2014.



taha Catalina Apartments Project
Initial Study/Mitigated Negative Declaration
CITY OF LOS ANGELES

FIGURE 3-1
SPRING-FALL EQUINOX SHADOWS



LEGEND

-  Project Site
-  Pool at the Robert F. Kennedy Community Schools Campus
-  Pool for Multi-Family Apartments

SOURCE: TAHA 2014.



taha Catalina Apartments Project
Initial Study/Mitigated Negative Declaration
CITY OF LOS ANGELES

FIGURE 3-2

WINTER SOLSTICE SHADOWS



LEGEND

- Project Site
- Ⓐ Pool at the Robert F. Kennedy Community Schools Campus
- Ⓑ Pool for Multi-Family Apartments

SOURCE: TAHA, 2014.



taha Catalina Apartments Project
Initial Study/Mitigated Negative Declaration
CITY OF LOS ANGELES

FIGURE 3-3

SUMMER SOLSTICE SHADOWS

- | | | | | | |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) | Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- a) **No Impact.** A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses. The project site is partially developed with three multi-family apartment buildings, with the remainder of the site consisting of vacant land as a result of the previous demolition of office, commercial, and residential uses. No Farmland, agricultural uses, or related operations are present within the project site or surrounding area. Due to its urban setting, the project site and surrounding area are not included in the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the proposed project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur.
- b) **No Impact.** A significant impact would occur if the proposed project conflicted with existing agricultural zoning or agricultural parcels enrolled under the Williamson Act. The project site is not zoned for agricultural use or under a Williamson Act. The northeastern corner of the project site is currently zoned (Q)C2-1, and the majority of the project site is currently zoned R4-2. As the project site and surrounding area do not contain farmland of any type, the proposed project would not conflict with a Williamson Act. Therefore, no impacts would occur.
- c-d) **No Impact.** A significant impact would occur if the proposed project conflicted with existing zoning for, or caused rezoning of forest land⁴ or timberland⁵ or result in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. As identified above, the northeastern corner of the project site is currently zoned (Q)C2-1, and the majority of the project site is currently zoned R4-2. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.
- e) **No Impact.** A significant impact would occur if the proposed project caused the conversion of farmland to non-agricultural use. The project site does not contain farmland, forestland, or timberland. Accordingly, the proposed project would not result in the conversion of these uses to non-agricultural or forest uses. Therefore, no impacts would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
--	--------------------------------	---	------------------------------	-----------

3.3 AIR QUALITY - Would the project:

- | | | | | | |
|----|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) | Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) | Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) | Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

⁴Forest Land defined in Public Resources Code Section 12220(g): "Forest land is land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."

⁵Timberland defined in Public Resources Code Section 4526: "Timberland means land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis after consultation with the district committees and others."

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- a) **Less-Than-Significant Impact.** The overall control strategy for the South Coast Air Quality Management District (SCAQMD) 2012 Air Quality Management Plan (AQMP) is designed to meet applicable federal and State requirements, including attainment of ambient air quality standards. The focus of the 2012 AQMP is to demonstrate attainment of the 2006 federal 24-hour fine particulate matter (PM_{2.5}) ambient air quality standard, as well as to update and further define measures to meet the federal and State 8-hour ozone standards. The attainment demonstration for the recent 8-hour ozone standard (75 parts per billion) will be addressed in the 2015 Ozone Plan.

The 2012 AQMP provides base year emissions and future baseline emission projections. In doing so, the 2012 AQMP relies upon the most recent zoning and land use designations and the best available information including, California Air Resources Board's (CARB) latest emission factors (EMFAC2011) for the on-road mobile source emissions inventory, CARB 2011 in-use fleet inventory for the off-road mobile source emission inventory, the latest point-source inventory, updated area-source inventories, and Southern California Association of Government's (SCAG) forecast growth assumptions based on the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The baseline emission projections provide a snapshot of the future air quality conditions, including the effects from already adopted rules and regulations.

A project would not conflict with the AQMP if it is consistent with the population, housing and employment assumptions which were used in the development of the AQMP. The 2012 AQMP incorporates, in part, SCAG's 2012-2035 RTP/SCS socioeconomic forecast projections of regional population and employment growth. The proposed project would add 630 net new residents (see Response to Checklist Question 3.13(a)), which represent less than one percent of the 221,200 new residents projected in the 2012-2035 RTP/SCS between 2008 and 2020 for the City of Los Angeles. The proposed project would add 255 net new housing units, which represents less than one percent of the 145,800 new housing units projected for the City. Such levels of population growth are consistent with population forecasts for the subregion as adopted by SCAG. Therefore, the proposed project would not conflict with the AQMP, and impacts would be less than significant.

- b) **Less-Than-Significant Impact with Mitigation.** A significant impact would occur if the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. The SCAQMD has developed construction and operational thresholds of significance to ascertain if projects comply with air quality regulations. Construction of the proposed project would contribute air quality emissions through the use of heavy-duty construction equipment, truck deliveries and haul trips, and vehicle trips generated by construction workers traveling to and from the project site. Fugitive dust emissions would primarily result from earthwork activities. Nitrogen oxide (NO_x) emissions would primarily result from the use of construction equipment. The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, and prevailing weather conditions.

It is mandatory for all construction projects in the South Coast Air Basin (Basin) to comply with SCAQMD Rule 403 for Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional particulate matter emissions associated with construction activities by approximately 61 percent.

Regional and localized construction emissions were analyzed for the proposed project. Supporting data and calculations, including California Emissions Estimator Model (CalEEMod) output files, are presented in Appendix A. Construction and operational emissions were estimated using CalEEMod, which is a Statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutants emissions for a variety of land use projects. The emissions factors and calculation methodologies contained in the CalEEMod program have been approved for use by SCAQMD. The model contains data that are specific for the SCAQMD jurisdiction and the City of Los Angeles. Inputs include land use and the vehicle trip generation.

Table 3-1 shows the maximum unmitigated daily emissions associated with construction activity. Regional construction emissions would exceed the SCAQMD threshold for volatile organic compounds (VOC) as a result of architectural coating activity.

TABLE 3-1: ESTIMATED DAILY CONSTRUCTION EMISSIONS - UNMITIGATED						
Construction Phase	Pounds Per Day					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
DEMOLITION						
On-Site Emissions	2	22	17	<1	3	2
Off-Site Emissions	<1	7	6	<1	1	<1
<i>Total</i>	2	29	23	<1	4	2
GRADING						
On-Site Emissions	2	25	17	<1	3	2
Off-Site Emissions	1	17	14	<1	1	1
<i>Total</i>	3	42	31	<1	4	3
BUILDING CONSTRUCTION						
On-Site Emissions	4	27	19	<1	2	2
Off-Site Emissions	2	7	26	<1	4	1
<i>Total</i>	6	34	45	<1	6	3
PAVING						
On-Site Emissions	1	7	5	<1	<1	<1
Off-Site Emissions	<1	<1	<1	<1	<1	<1
<i>Total</i>	1	7	5	<1	<1	<1
ARCHITECTURAL COATING						
On-Site Emissions	105	11	9	<1	1	1
Off-Site Emissions	<1	<1	3	<1	1	<1
<i>Total</i>	105	11	12	<1	2	1
Maximum Regional Total	105	42	45	<1	4	3
Regional Significance Threshold	75	100	550	150	150	55
Exceed Threshold?	Yes	No	No	No	No	No
Maximum Localized Total		27	19		3	2
Localized Significance Threshold /a/	--	74	680	--	5	3
Exceed Threshold?		No	No		No	No

/a/ Assumed a 1-acre project site and a 25-meter (82-foot) receptor distance.
SOURCE: TAHA, 2014.

However, with implementation of Mitigation Measure AQ-1, the proposed project would result in a less-than-significant impact related to regional construction emissions. With mitigation, construction emissions would not contribute to an existing or projected air quality violation.

Mitigation Measure

AQ-1 The construction contractor shall use architectural coatings with a volatile organic compound content of 20 grams per liter or less for all interior surfaces and all exterior surfaces to minimize emissions from painting.

Construction-related architectural coating activity would result in a less-than-significant with mitigation of VOC emissions. Mitigation Measure AQ-1 would reduce the VOC content of architectural coatings to 20 grams per liter or less, which would be below the 75 pounds per day significance threshold, as shown in Table 3-2. Therefore, the proposed project would result in a less-than-significant impact related to regional construction emissions.

TABLE 3-2: ESTIMATED DAILY CONSTRUCTION EMISSIONS – MITIGATED						
Construction Phase	Pounds Per Day					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
ARCHITECTURAL COATING						
On-Site Emissions	67	11	9	<1	1	1
Off-Site Emissions	<1	<1	3	<1	1	<1
Maximum Regional Total	67	11	12	<1	2	1
Regional Significance Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
SOURCE: TAHA, 2014.						

Emissions for the localized construction air quality analysis were compiled using the localized significance thresholds (LST) methodology required by the SCAQMD. Localized on-site emissions were calculated using similar methodology to the regional emission calculations. LSTs were developed based on the size or total area of the emissions source, the ambient air quality in each source receptor area, and the distance to the sensitive receptor. Localized emissions include on-site emissions from equipment exhaust and fugitive dust. As shown in Table 3-1, above, localized emissions would not exceed the SCAQMD thresholds. The proposed project would result in a less-than-significant impact related to localized construction emissions.

Motor vehicles that access the project site would be the predominant source of long-term project emissions. Additional emissions would be generated by area sources, such as energy use and landscape maintenance activities. Average daily traffic associated with the proposed project is estimated to be 2,012 vehicles. Similar to construction emissions, operational emissions were estimated using CalEEMod. As shown in Table 3-3, regional operational emissions would not exceed SCAQMD significance thresholds. Therefore, the proposed project would result in a less-than-significant impact related to regional operational emissions.

- c) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project resulted in a cumulative net increase in any criteria pollutant above threshold standards. The proposed project would not result in a cumulatively considerable net increase of criteria pollutants. The proposed project and the whole of the Los Angeles metropolitan area are located within the Basin, which is characterized by relatively poor air quality. The Basin is currently classified as a federal and State non-attainment area for ozone (O₃), respirable particulate matter (PM₁₀), PM_{2.5}, and lead (Pb) and a federal attainment/maintenance area for carbon monoxide (CO). It is classified as a State attainment area for CO, and it currently meets the federal and State standards for nitrogen dioxide (NO₂), sulfur oxides (SO_x), and Pb.

Because the Basin is designated as a State and/or federal nonattainment air basin for O₃, PM₁₀, PM_{2.5}, and NO₂, there is an on-going regional cumulative impact associated with these pollutants. However, an individual project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. This magnitude is determined by the project-level significance thresholds established by the SCAQMD. Operational and construction regional emissions would not exceed the project-level SCAQMD localized significance thresholds for criteria air pollutants. Therefore, the proposed project would not contribute to a cumulatively considerable increase in operational emissions.

TABLE 3-3: REGIONAL OPERATIONAL EMISSIONS						
Emission Source	Pounds per Day					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
EXISTING LAND USE (2014)						
Area Source	<1	<1	1	<1	<1	<1
Energy Source	<1	<1	<1	<1	<1	<1
Mobile Source	<1	1	6	<1	1	<1
Total Emissions	1	1	7	<1	1	<1
SCAQMD Threshold	55	55	550	150	55	150
Exceed Threshold?	No	No	No	No	No	No
EXISTING PLUS PROJECT (2014)						
Area Source	13	<1	23	<1	<1	<1
Energy Source	<1	<1	<1	<1	<1	<1
Mobile Source	11	30	119	<1	16	5
Total Emissions	24	30	142	<1	16	5
Net Emissions	23	29	135	<1	15	5
SCAQMD Threshold	55	55	550	150	55	150
Exceed Threshold?	No	No	No	No	No	No
FUTURE WITHOUT PROJECT (2018)						
Area Source	<1	<1	1	<1	<1	<1
Energy Source	<1	<1	<1	<1	<1	<1
Mobile Source	<1	1	4	<1	1	<1
Total Emissions	<1	1	5	<1	1	<1
SCAQMD Threshold	55	55	550	150	55	150
Exceed Threshold?	No	No	No	No	No	No
FUTURE WITH PROJECT (2018)						
Area Source	12	<1	22	<1	<1	<1
Energy Source	<1	<1	<1	<1	<1	<1
Mobile Source	8	22	86	<1	16	4
Total Emissions	20	22	108	<1	16	4
Net Emissions	20	21	103	<1	15	4
SCAQMD Threshold	55	55	550	150	55	150
Exceed Threshold?	No	No	No	No	No	No
SOURCE: TAHA, 2014.						

- d) **Less-Than-Significant Impact.** Exposure to pollutant concentrations were assessed for construction and operational activities. Regarding construction, **Table 3-1** presents maximum localized emissions associated with each construction phase and threshold values for each pollutant based on the SCAQMD LSTs. Construction-related daily maximum localized construction emissions would not exceed the SCAQMD thresholds. The proposed project would not expose sensitive receptors to substantial pollutant concentrations, particularly localized criteria pollutant emissions, during construction. Therefore, the proposed project would result in a less-than-significant impact related exposure to substantial construction pollutant concentrations.

Regarding project operations, CO hot spots may potentially occur off-site at congested intersection with high traffic volumes. Areas of vehicle congestion have the potential to create pockets of CO called hot spots. These pockets have the potential to exceed the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9.0 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hot

spots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds.⁶

CO concentrations in future years are expected to be lower than existing conditions due to stringent State and federal mandates for lowering vehicle emissions. Although traffic volumes would be higher in the future both without and with the implementation of the proposed project, CO emissions from mobile sources are expected to be much lower due to technological advances in vehicle emissions systems, as well as from normal turnover in the vehicle fleet. Accordingly, increases in traffic volumes are expected to be offset by increases in cleaner-running cars as a percentage of the entire vehicle fleet on the road.⁷

The Basin is designated as a maintenance area for CO. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact.⁸ Based on the traffic study prepared for the project (see Appendix C), the proposed project would generate a total of 2,012 net average daily vehicle trips with 147 a.m. peak hour trips and 185 p.m. peak hour trips. Therefore, the proposed project would not have the potential to substantially increase CO hotspots at intersections in the vicinity of the project site. Accordingly, the proposed project would result in a less than significant impact related to localized operational emissions. Therefore, the proposed project would not expose sensitive receptors to substantial pollutant concentrations, particularly CO hotspots, during project operation.

The SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulates (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.^{9,10} The primary source of potential toxic air contaminants (TACs) associated with the proposed project's long-term operations is diesel particulates from delivery trucks (e.g., truck traffic on local streets and on-site truck idling). Potential localized TAC impacts from on-site sources of diesel particulate emissions would be minimal since only a limited number heavy-duty trucks (fewer than five delivery trucks per day) would access the project site. Furthermore, the trucks that visit the project site would not idle on-site for extended periods of time. Based on the limited activity of these TAC sources and the CARB guidelines, the proposed project would not warrant the need for a health risk assessment associated with on-site activities. Accordingly, the proposed project would result in a less-than-significant impact related to on-site operational TAC emissions. Therefore, the proposed project would not expose off-site sensitive receptors to substantial pollutant concentrations, particularly TAC emissions, during project operation.

The CARB has published guidance for locating new sensitive receptors (e.g., residences) away from nearby sources of air pollution. Relevant recommendations include avoid siting new sensitive land uses within 500 feet of a freeway or 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). The project site is located approximately 8,600 feet from the Interstate 110 freeway and approximately 1,600 feet from the nearest gas station (700 Vermont Avenue). The location of the proposed project would be consistent with the CARB recommendations for locating new sensitive receptors. Therefore, the proposed project would have a less-than-significant impact related to land use compatibility.

⁶California Department of Transportation, *Transportation Project-Level Carbon Monoxide Protocol*, UCD-ITS-RR-97-21. Prepared by Institute of Transportation Studies, University of California, Davis, 1997.

⁷Consistent with CARB's vehicle emissions inventory.

⁸Bay Area Air Quality Management District, *Revised Draft Options and Justification Report: California Environmental Quality Act Thresholds of Significance*, 2009.

⁹SCAQMD, *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions*, December 2002.

¹⁰CARB Guidelines define a warehouse as having more than 100 truck trips or 40 refrigerated truck trips per day, and recommend locating such facilities at least 1,000 feet away from sensitive land uses.

- e) **Less-Than-Significant Impact.** Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Construction of the proposed project would not cause an odor nuisance. Therefore, the proposed project would result in a less-than-significant impact related to construction odors.

According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed land uses would not result in activities that create objectionable odors. Therefore, the proposed project would result in a less-than-significant impact related to objectionable odors.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.4 BIOLOGICAL RESOURCES - Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **No Impact.** A project would have a significant biological impact through the loss or destruction of individuals of a species or through the degradation of sensitive habitat. The project site is located in a highly urbanized area, immediately adjacent to the Wilshire Regional Corridor. Vegetation on the project site is limited to five palm trees along Kenmore Avenue, three Chinese sumac trees and three Hong Kong orchid trees in the middle of the project site, and ornamental landscaping, and overgrown weeds, particularly on the eastern half of the project site. Based on a search of the California Natural Diversity Database for the Hollywood quadrangle, in which the project site is located, one federally- and State-listed endangered species (southwestern willow flycatcher) has been found to occur in the area.¹¹ However, the project site does not contain habitat (specifically riparian woodlands) capable of supporting this species. Additionally, according to the City of Los Angeles CEQA Thresholds Guide, the project site is not located

¹¹CDFW, *California Natural Diversity Database, RareFind 5*, Hollywood Quadrangle, query ran September 3, 2014.

in a Biological Resource Area.¹² Therefore, the proposed project would not have any effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS), and no impacts would occur.

- b) **No Impact.** A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Therefore, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS, and no impacts would occur.
- c) **No Impact.** A significant impact would occur if federally protected wetlands would be modified or removed by a project. The project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The project site is located in a highly urbanized area and developed/previously developed with residential, office, and commercial uses. Therefore, the proposed project would not have any 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, and no impacts would occur.
- d) **No Impact.** A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the highly urbanized nature of the project site and surrounding area, the lack of a major water body, and the limited number of trees, the project site does not support habitat for native resident or migratory species or contain native nurseries. Therefore, the proposed project would not interfere with wildlife movement or impede the use of native wildlife nursery sites, and no impact would occur.
- e) **No Impact.** A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. The proposed project would not conflict with any policies or ordinances protecting biological resources. The project site does not contain locally-protected biological resources, such as oak trees, Southern California black walnut, western sycamore, and California bay trees. The proposed project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC). Both the MBTA and CFGC protects migratory birds that may use trees on or adjacent to the project site for nesting, and may be disturbed during construction of the proposed project. Therefore, the proposed project would not 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), and no impacts would occur.
- f) **No Impact.** A significant impact would occur if the proposed project would be inconsistent with any adopted habitat conservation plan. No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan is applicable to the project site. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan, and no impacts would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.5 CULTURAL RESOURCES - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

¹²City of Los Angeles, *Los Angeles CEQA Thresholds Guide, Biological Resource Areas*, Exhibit C-2, 2006.

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a) **No Impact.** A significant impact would occur if the proposed project would be substantially altered the environmental context of, or removed identified historical resources. According to an area-wide survey that was prepared by the former Community Redevelopment Agency of the City of Los Angeles (CRA/LA), the project site has been determined to be ineligible for listing in the National Register of Historic Places, California Register of Historical Resources, and the Los Angeles Historic-Cultural Monuments Register.¹³

b) **Less-Than-Significant Impact with Mitigation Incorporated.** 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. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories.

Given the archaeological sensitivity of the general area, there is a possibility that unknown, subsurface archaeological resources may exist at the project site. Project-related excavation for the subterranean levels and building footing may have the potential to uncover archaeological resources. To ensure that the proposed project would not cause an adverse change in the significance of archaeological resources, the project applicant would be required to comply with the City's Standard Condition of Approval related to the protection of archaeological resources (Mitigation Measure CR-1), which would be implemented in the event that archaeological resources are encountered during construction. With implementation of Mitigation Measure CR-1, impacts to archaeological resources would be reduced to less than significant.

Mitigation Measure

CR-1 During construction, if buried cultural resources, such as chipped or ground stone, historical artifacts, building foundations, or human bone, are inadvertently discovered during ground-disturbing activities, the contractor shall ensure that all work will stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the City.

c) **Less-Than-Significant Impact.** A significant impact would occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features. The project area is known for high concentrations of paleontological resources. Although the project site has been previously disturbed and developed since the mid-1910s to the 1920s, the proposed project would require additional ground disturbance that may involve excavation into native soils that contain paleontological resources. Project-related excavation for the subterranean levels and building footing may have the potential to uncover paleontological resources. To ensure that the proposed project would not cause an adverse change in the significance of paleontological resources, the project applicant would be required to comply with the City's Standard Condition of Approval related to the protection of paleontological resources (Mitigation Measure CR-2), which would be implemented in the event that paleontological resources are encountered during construction. With implementation of Mitigation Measure CR-2, impacts to paleontological resources would be reduced to less than significant.

¹³CRA/LA, *Intensive Historic Survey, Wilshire Center and Koreatown Recovery Redevelopment Area*, June 2009.

Mitigation Measure

CR-2 During construction, if any paleontological resources are encountered, the contractor shall ensure that all work will stop in that area and services of a paleontologist be secured to assess the resources and evaluate the impact. Copies of the paleontological survey, study, or report shall be submitted to the Los Angeles County Natural History Museum.

- d) Less-Than-Significant Impact with Mitigation Incorporated.** A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. Human remains could be encountered during excavation and grading activities associated with the proposed project. While no formal cemeteries, other places of human internment, or burial grounds or sites are known to occur within the project area, there is always a possibility that human remains can be encountered during construction. To ensure that the proposed project would not disturb any human remains, the project applicant would be required to comply with the City's Standard Condition of Approval related to the protection and treatment of human remains (Mitigation Measure **CR-3**), which would be implemented in the event that human remains are encountered during construction. With implementation of Mitigation Measure **CR-3**, impacts to human remains would be reduced to less than significant.

Mitigation Measure

CR3 If human remains of Native American origin are discovered during project construction, compliance with state laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposition of Native American burials will be adhered to. If any human remains are discovered or recognized in any location other than a dedicated cemetery, the contractor shall ensure that excavation or disturbance of the site (including any nearby area reasonably suspected to overlie adjacent human remains) shall stop until:

1. The coroner of the county has been informed and has determined that no investigation of the cause of death is required; and
2. If the remains are of Native American origin, (a) the descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or (b) the NAHC was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
--	--------------------------------	---	------------------------------	-----------

3.6 GEOLOGY AND SOILS - Would the project:

a) 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a.i) **No Impact.** A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to the California Department of Conservation Special Studies Zones Map for the Hollywood Quadrangle and the Safety Element of the City of Los Angeles General Plan, the project site is not located within the Alquist-Priolo Special Studies Zone or Fault Rupture Study Areas.¹⁴ The proposed project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Surface fault rupture occurs when movement on a fault deep within the earth breaks through to the surface. The project site is not located within an Alquist-Priolo Earthquake Fault zone or within five miles of an Alquist-Priolo Earthquake Fault zone, or within a Fault Rupture Study area.¹⁵ Additionally, the proposed project would not include any structures for human occupancy. Therefore, no impacts would occur.

a.ii) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Seismic activities associated with a number of nearby faults (e.g., Hollywood, Raymond, Verdugo, Newport-Inglewood, Santa Monica, Sierra Madre, and San Andreas Faults), as well as blind thrust faults (e.g., Elysian Park, Puente Hills, and Compton) can generate seismic shaking similar to the damaging San Fernando, Whittier, and Northridge earthquakes. Consequently, development of the proposed project could expose people and structures to strong seismic ground shaking. However, the proposed project would be designed and constructed in accordance with State and local building codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. The proposed project would be required to comply with the California Department of Conservation, Division of Mines and Geology (CDMG) Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California (1997), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC) and the LAMC. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.

a.iii) **No Impact.** A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of liquefaction or other ground failure caused by ground shaking. Liquefaction is a phenomenon in which a saturated cohesionless soil causes a temporary transformation of the soil to a fluid mass. Soil liquefaction occurs when loose, saturated, granular soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Liquefaction usually results in horizontal and vertical

¹⁴California Department of Conservation, Special Studies Zones for the Hollywood Quadrangle, July 1, 1986; City of Los Angeles, *Safety Element of the Los Angeles City General Plan*, Critical Facilities and Lifeline Systems, Exhibit H, November 1996.

¹⁵California Department of Conservation, *Regulatory Maps, Los Angeles County*, available: <http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm>, accessed February 26, 2014.

movements from lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. Factors that contribute to the potential for liquefaction include a low relative density of granular materials, a shallow groundwater table, and a long duration and high acceleration of seismic shaking. The effects of liquefaction include the loss of the soil's ability to support footings and foundations which may cause buildings and foundations to buckle. According to the California Department of Conservation's Seismic Hazard Zones Map for the Hollywood Quadrangle, the project site is not located within a liquefaction hazard zone.¹⁶ Therefore, no impact related to liquefaction would occur.

- a.iv) **No Impact.** A significant impact would occur if the proposed project would be implemented on a site that would be located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. According to the California Department of Conservation's Seismic Hazard Zones Map for the Hollywood Quadrangle, the project site is not located within a liquefaction hazard zone.¹⁷ The project site and surrounding area are relatively flat. Therefore, the proposed project would not expose people or structures to potential effects resulting from landslides, and no impacts would occur.
- b) **Less-Than-Significant Impact.** A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. Construction of proposed project would result in ground surface disturbance during site clearance, excavation, and grading, which could create the potential for soil erosion to occur. Site preparation would require removal of all vegetation, any unsuitable fill, and asphalt and concrete paving, exposing pervious surfaces to wind and rainfall. In addition, excavation activities would be necessary to accommodate the proposed project, which would include two subterranean levels of parking. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQBC) through the City's Stormwater Management Division. In addition, the proposed project would be required to develop a Storm Water 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. Therefore, the proposed project would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant.
- c) **Less-Than-Significant Impact.** A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. As discussed in Response to Checklist Question 3.6(a.iii-iv) above, development of the proposed project would not have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The compaction of subsurface sediments by fluid withdrawal will cause subsidence or ground collapse overlying a pumped reservoir. The project site is not identified by the City as being located in an oil field or within an oil drilling area.¹⁸ In addition, there are no tunnels, groundwater wells, covered quarries, or caves that are located beneath the project site. The proposed project would be required to implement standard construction practices that would ensure that the integrity of the project site and the proposed structures is maintained. Therefore, impacts would be less than significant.
- d) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate

¹⁶California Department of Conservation, Division of Mines and Geology. *Seismic Hazards Zones Map, Hollywood Quadrangle*, March 25, 1999.

¹⁷*Ibid.*

¹⁸City of Los Angeles, *Safety Element of the Los Angeles City General Plan, Oil Field & Oil Drilling Areas in the City of Los Angeles*, Exhibit E, November 1996.

foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral content and are usually found in areas where underlying formations contain an abundance of clay minerals. Due to a high clay content, expansive soils expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Soils on the project site may have the potential to shrink and swell resulting from changes in the moisture content. However, the proposed project would be required to comply with the requirements of the UBC, LAMC, and other applicable building codes. Compliance with such requirements would reduce impacts related to expansive soils, and impacts would be less than significant.

- e) **No Impact.** A project would cause a significant impact if adequate wastewater disposal is not available. The project site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The proposed project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.7 GREENHOUSE GAS EMISSIONS - Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Less-Than-Significant Impact.** Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and anthropogenic (human generated), that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. Simply put, the greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. GHGs, such as carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O), keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). Without the greenhouse effect, the Earth would be a frozen globe with an average surface temperature of about 5°F.

In addition to CO₂, CH₄, and N₂O, GHGs include hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and water vapor. CO₂ is the most abundant pollutant that contributes to climate change through fossil fuel combustion. CO₂ comprised 81 percent of the total GHG emissions in California in 2002, and non-fossil fuel CO₂ comprised 2.3 percent. The other GHGs are less abundant but have higher global warming potential than CO₂. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent of CO₂, denoted as CO₂e. CO₂e is a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential (GWP) of a GHG, is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

CARB and SCAQMD have not adopted significance criteria for analyzing GHG emissions associated with land use development projects. The significance criteria are based on the methodologies recommended by the California Air Pollution Control Officers Association (CAPCOA) CEQA and Climate Change White Paper. CAPCOA conducted an analysis of various approaches and significance criteria, ranging from a zero threshold (all projects are cumulatively considerable) to a high of 40,000 to 50,000 metric tons of CO₂e per year. For example, an approach assuming a zero threshold and compliance with Assembly Bill (AB) 32, 2020 targets would require all discretionary projects to

achieve an approximately 15 percent reduction from projected business-as-usual (BAU) emissions to be considered less than significant. The BAU scenario consists of projected GHG emissions that would occur if the project were to be built without project design features and energy reduction commitments, and in the absence of regulations promulgated to comply with AB 32, including GHG reduction measures discussed in the Scoping Plan. A zero threshold approach could be considered on the basis that climate change is a global phenomenon, and not controlling small source emissions would potentially neglect a major portion of the GHG inventory. However, the CEQA Guidelines also recognize that there may be a point where a project's contribution, although above zero, would not be a considerable contribution to the cumulative impact (CEQA Guidelines, Section 15130[a]). Therefore, a criterion of greater than zero is considered more appropriate for the analysis of GHG emissions under CEQA.

Another method would use a quantitative criterion of greater than 900 metric tons CO₂e per year based on a market capture approach that requires mitigation for greater than 90 percent of likely future discretionary development. Another potential criterion would be the 10,000 metric tons standard used by the Market Advisory Committee for inclusion in a GHG Cap-and-Trade System in California. The basic concepts for the various approaches suggested by CAPCOA are used herein to determine if GHG emissions are "cumulatively considerable."

The most conservative (i.e., lowest) criteria, suggested by CAPCOA, would not be appropriate for the proposed project given that it is located in a community that is highly urbanized and by locating residential development in proximity to other uses and a regional transportation hub would be providing the type of growth encouraged by State, regional and local policies to reduce trip length and thereby greenhouse gas emissions. Similarly, the 900-ton criterion was also determined to be too conservative for development consistent with land use policies that are designed to reduce GHG emissions. Consequently, the criterion of 10,000 metric tons CO₂e is used as a quantitative benchmark for significance. This benchmark is equivalent to approximately 550 residential units, 400,000 square feet of office, 120,000 square feet of retail, or 70,000 square feet of supermarket use.

Construction and operational emissions were estimated using the SCAQMD-approved CalEEMod. Construction of the proposed project has the potential to create GHG impacts through the use of heavy-duty construction equipment (e.g., excavators and drill rigs) and vehicle trips, including haul trucks, vendor trucks, and worker trips. The assessment of construction GHG impacts considers each of these potential sources. Based on SCAQMD guidance, the emissions summary also includes construction emissions amortized over a 30-year span. The proposed project would generate 42 metric tons per year of CO₂e emissions from construction activities.

Operational GHG emissions would be generated by on-road mobile vehicle operations, general electricity consumption, electricity consumption associated with the use and transport of water and wastewater, natural gas consumption, and solid waste decomposition. As shown in Table 3-4, with Existing Plus Project (2014) scenario would result in a net total of 4,048 metric tons of CO₂e per year. The Future With Project (2018) scenario would result in a net total of 3,757 metric tons of CO₂e per year. These emissions would be less than the 10,000-metric ton significance criterion. The proposed project would result in a less-than-significant impact related to GHG emissions. Therefore, the proposed project would not generate direct or indirect GHG emissions that may have a significant impact on the environment.

- b) **Less-Than-Significant Impact.** The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare an SCS in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2012-2035 RTP/SCS. The 2012-2035 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-

oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions and investments that reduce vehicle miles traveled that contribute to GHG emissions, as required by AB 32. The project would provide infill residential development proximate to a major transportation corridor (i.e., Wilshire Boulevard) and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS.

TABLE 3-4: ANNUAL GREENHOUSE GAS EMISSIONS	
Scenario and Emission Source	Carbon Dioxide Equivalent (Metric Tons per Year)
EXISTING LAND USE (2014)	
Area	4
Energy (Electricity Generation and Natural Gas Use)	19
Mobile	150
Solid Waste Decomposition	3
Energy Use related to Water and Wastewater Conveyance	5
Total	181
EXISTING PLUS PROJECT (2014)	
Area	70
Energy (Electricity Generation and Natural Gas Use)	770
Mobile	3181
Solid Waste Decomposition	60
Energy Use related to Water and Wastewater Conveyance	106
Total	4,187
Construction Emissions Amortized	42
TOTAL NET EMISSIONS	4,048
FUTURE WITHOUT PROJECT (2018)	
Area	4
Energy (Electricity Generation and Natural Gas Use)	19
Mobile	136
Solid Waste Decomposition	3
Energy Use related to Water and Wastewater Conveyance	5
Total	167
FUTURE WITH PROJECT (2018)	
Area	70
Energy (Electricity Generation and Natural Gas Use)	771
Mobile	2,875
Solid Waste Decomposition	60
Energy Use related to Water and Wastewater Conveyance	106
Total	3,882
Construction Emissions Amortized	42
TOTAL NET EMISSIONS	3,757
SOURCE: California Air Pollution Control Officers Association, California Emissions Estimator Model (CalEEMod) Version 2013.2.2, October 2, 2013; TAHA, 2014.	

The proposed project would provide residential units to meet demand for housing in proximity to urban uses, including transportation/transit and would provide a healthy environment by reducing vehicle trips and corresponding GHG emissions. Though the proposed project would result in an increase in GHG emissions on-site, as discussed above, the proposed project would provide for new housing in proximity to jobs, transit, and commercial uses. These project features would help reduce vehicle miles traveled and encourage the use of alternative modes of transportation (e.g., Los Angeles County Metropolitan Transportation Authority [Metro] Red Line and Metro Bus Rapid Transit). In addition, the proposed project would be designed to be in conformance with the City's Green Buildings Ordinance. The proposed project, therefore, would be consistent with statewide, regional and local goals and policies aimed at reducing GHG emissions and would result in a less-than-significant impact related to GHG reduction plans.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.8 HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Less-Than-Significant Impact. A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in multi-family residential and retail/commercial developments, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies, and vehicle fuels, oils, and transmission fluids. No industrial uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. As a residential and retail/commercial development, the proposed project would not involve large quantities of hazardous materials that would require routine transport, use, or disposal. The proposed project's limited use of common hazardous materials can typically be disposed of at Class II or III landfills, which accept most common waste materials, such as those identified above. With compliance to applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.				

- b-c) Less-Than-Significant Impact.** A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. Construction activities have the potential to result in the release, emission, handling, and disposal of hazardous materials within one-quarter mile of an existing school. The Robert F. Kennedy Community Schools are located approximately 200 feet across W. 8th Street north of the project site

The existing multi-family residential buildings on the western half of the project site have not been surveyed for asbestos-containing materials (ACMs) and lead-based paint (LBP). Demolition of these buildings would have the potential to release asbestos fibers into the atmosphere if such materials exist and they are not properly stabilized or removed prior to demolition activities. The removal of asbestos is regulated by SCAQMD Rule 1403; therefore, any asbestos found on-site would be required to be removed by a certified asbestos containment contractor in accordance with applicable regulations prior to demolition. Similarly, it is likely that lead-based paint is present in buildings constructed prior to 1979. Compliance with existing State laws regarding removal would be required. With this compliance, the proposed project would result in a less-than-significant impact related to asbestos and LBP.

The proposed project would provide for a mixed-use, infill development that consists of residential and retail uses. These types of uses would be expected to use and store very small amounts of hazardous materials, such as paints, solvents, cleaners, pesticides, etc. Nevertheless, all hazardous materials within the project site would be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, State, and local requirements to reduce impacts to less than significant.

- d) No Impact.** A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of EnviroStor did not identify any records of hazardous waste facilities on the project site. Therefore, the proposed project would not be located on a site that is included on a list of hazardous materials sites or create a significant hazard to the public or the environment, and no impact would occur.
- e-f) No Impact.** A significant impact would occur if the proposed project exposed persons residing or working in the area to risks associated with the proximity of an airport or airstrip. The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.
- g) No Impact.** A significant impact would occur if the proposed project impaired the implementation of an emergency response or evacuation plan or blockage of an emergency route. The nearest emergency route is Western Avenue, approximately 0.7 mile to the west of the project site.¹⁹ The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.

¹⁹City of Los Angeles, *Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems*, Exhibit H, November 1996.

- h) **No Impact.** A significant impact would occur if the proposed project exposed people and structures to high risk of wildfire. The project site is located in a highly urbanized area of the City. The area surrounding the project site is completely developed. Accordingly, the project site and the surrounding area are not subject to wildland fires. Therefore, the proposed project would not expose people or structures to a risk of loss, injury, or death involving wildland fires, and no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.9 HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems. A significant impact would also occur if the proposed project would not comply with all applicable regulations with regard to surface water quality as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB). The proposed project is a mixed-use development with 269 residential units and 7,500 square feet of ground and second floor commercial uses. As is typical of most non-industrial urban development, stormwater runoff from the proposed project has the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with runoff from landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary household cleaners). Thus, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards and

the City's Stormwater and Urban Runoff Pollution Control Ordinance to ensure pollutant loads from the project site are minimized for downstream receiving waters. The Stormwater and Urban Runoff Pollution Control Ordinance contains requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all developments and redevelopments consistent with the City's landscape ordinance and other related requirements in the City's Development BMPs Handbook. Conformance to the City's Stormwater and Urban Runoff Pollution Control Ordinance would be ensured during the City's building plan review and approval process. Therefore, the proposed project would result in less-than-significant impacts and would not violate water quality standards, waste discharge requirements, or stormwater NPDES permits or otherwise substantially degrade water quality.

- b) **No Impact.** A significant impact would occur if the proposed project would substantially deplete groundwater or interferes with groundwater recharge. The proposed project would not require the use of groundwater at the project site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. Therefore, the project would not require direct additions or withdrawals of groundwater. Excavation to accommodate subterranean levels is not proposed at a depth that would result in the interception of existing aquifers or penetration of the existing water table. In addition, since the existing project site is almost entirely impermeable,²⁰ the proposed project would not reduce any existing percolation of surface water into the groundwater table. Therefore, project development would not impact groundwater supplies or groundwater recharge, and no impact would occur.
- c) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation would result. There are no streams or rivers located in the project vicinity. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Since the project site is almost entirely impervious, impermeable surfaces resulting from the development of the proposed project would not substantially change the volume or direction of storm water runoff. Accordingly, significant alterations to existing drainage patterns within the project site and surrounding area would not occur. Therefore, the proposed project would result in less-than-significant impact related to the alteration of drainage patterns and on- or off-site erosion or siltation.
- d) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river such that flooding would result. As discussed above in Response to Checklist Question 3.9(c), there are no streams or rivers located in the project vicinity. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Since the project site is almost entirely impervious, impermeable surfaces resulting from the development of the project would not substantially change the volume of storm water runoff in a manner that would result in flooding on- or off-site. Accordingly, significant alterations to existing drainage patterns within the site and surrounding area would not occur. Therefore, the proposed project would result in less-than-significant impacts related to the alteration of drainage patterns and on- or off-site flooding.

²⁰Even though the eastern half of the project site is currently vacant, remnants of the previously demolished office, commercial, and residential buildings (e.g., building pads) still exist.

- e) **Less-Than-Significant Impact.** A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the project site, or if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system. Development of the proposed project would maintain existing drainage patterns (since the site is currently substantially paved); site-generated surface water runoff would continue to flow to the City's storm drain system. Since the project site is almost entirely impervious, impermeable surfaces resulting from the development of the project would not significantly change the volume of storm water runoff. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, water runoff after development would not exceed the capacity of existing or planned drainage systems. The proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the proposed project would result in less-than-significant impacts related to existing storm drain capacities or water quality.
- f) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project would substantially degrade water quality. Refer to Response to Checklist Question 3.9(a) above.
- g-h) **No Impact.** A significant impact would occur if the proposed project would be located within a 100-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan, the project site is not located within a 100-year or 500-year flood plain.²¹ Therefore, the proposed project would not be located in such areas, and no impact related to flood zones would occur.
- i) **No Impact.** A significant impact would occur if the proposed project would be located within an area susceptible to flooding as a result of the failure of a levee or dam. The project site and the surrounding areas are not located within a flood hazard area as a result of levee or dam failure. Accordingly, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding. Therefore, the proposed project would have no impact related to flooding.
- i) **No Impact.** A significant impact would occur if the proposed project would be located within an area susceptible to inundation by seiche, tsunami, or mudflow. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a great sea wave produced by a significant undersea disturbance. Mudflows result from the down slope movement of soil and/or rock under the influence of gravity. The project site and the surrounding areas are not located near a water body to be inundated by seiche. Similarly, the project site and the surrounding areas are located approximately 11.5 miles east of the Pacific Ocean at an elevation of approximately 230 feet above mean sea level. In addition, the project site and the surrounding areas are not located downslope from any unprotected grade. Therefore, the project would have no impact related to inundation by seiche, tsunami, or mudflow.²²

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.10 LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

²¹City of Los Angeles, *Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems*, Exhibit F, November 1996.

²²*Ibid.*

- c) Conflict with any applicable habitat conservation plan or natural community conservation plan?
- a) **No Impact.** A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The proposed project, which would involve the construction of new mixed-use, infill development in an urbanized area in downtown Los Angeles, would not divide an established community. Therefore, the proposed project would have no impact related to the division of an established community.
- b) **Less-Than-Significant-Impact.** A significant impact would occur if the proposed project would be inconsistent with applicable plans, policies, and zoning designations. The project site is located in the southeastern portion of the Wilshire CPA near Koreatown, approximately two miles west of downtown Los Angeles. The Wilshire CPA has a pattern of low to medium density residential uses interspersed with areas of higher density residential uses. Long corridors of commercial activity can be found along major boulevards, including Wilshire Boulevard, Pico Boulevard, Western Avenue, and Vermont Avenue. The CPA east of Western Avenue contains large concentrations of higher-density residential neighborhoods surrounding the regional commercial area, known as Wilshire Regional Center. The project site is immediately adjacent to the southern boundary of the Wilshire Regional Center. In the vicinity of the project site, Wilshire Boulevard is developed with a mix of mid-rise and low-rise buildings, as well as mid-rise multi-family residential uses (condominiums and apartments). Most multi-story buildings have ground-floor retail establishments with offices or residential units on upper floors.

An analysis of the proposed project's consistency with applicable goals and policies of Regional SCAG plans, the City's General Plan elements, and the Wilshire Community Plan is provided in **Table 3-5** and **Table 3-6**. As shown in the table, the proposed project would generally be consistent with regional and local policies applicable to the proposed project. Although the proposed project would require a General Plan Amendment, a zone change, a height district change, and a Conditional Use Permit, the proposed project would be consistent with recent legislations (i.e., SB 743 and SB 375) that encourage development of mixed-use projects in transit priority areas. The proposed project would maximize use of the transit-rich community in which the proposed project is located. The proposed project presents an opportunity to implement innovative measures that will significantly reduce traffic and air quality impacts of the project. The proposed project is within two blocks of the Wilshire Boulevard, which is a major transit corridor, and approximately 0.4 mile of two Metro stations (Wilshire/Vermont and Wilshire/Normandie Stations) to maximize opportunities to encourage non-automobile modes of travel to regional centers, civic and cultural opportunities in downtown Los Angeles and other areas served by Metro transit and rail lines and other local and regional transit providers. In addition, the proposed project is consistent with the policies and regional vision included in the CMP, 2012-2035 RTP/SCS, Compass Growth Vision Report, and the RCP. Therefore, impacts would be less than significant.

TABLE 3-5: RELEVANT REGIONAL (SCAG) PLANNING GOALS AND POLICIES	
Goal/Principle/Objective/Policy	Analysis of Project Consistency
CONGESTION MANAGEMENT PROGRAM (CMP)	
Goal: Link local land use decisions with their impacts on regional transportation and air quality.	Consistent. The proposed project would establish a mixed-use infill development along transit corridors that would allow for residents to find goods and services in their immediate vicinity and use transit as an alternative to private vehicles. By locating the proposed project in proximity to transit, it would encourage transit ridership among project residents, thereby reducing vehicle trips, improving air quality, and encouraging a more active lifestyle.
Objective: Locally analyze the impacts of local land use decisions on regional transportation.	Consistent. The proposed project would be designed with the goal of encouraging transit ridership to fully utilize the transit opportunities available in the project area. The location of the proposed project in proximity to transit would encourage transit ridership among residents, as well as other mobility options, including buses and bicycling.
2012-2035 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (2012-2035 RTP/SCS)	
Goal: Align the plan investments and policies with improving regional economic development and competitiveness.	Consistent. The proposed project would encourage jobs (i.e., construction jobs and operation of proposed retail on-site) and allow increased intensity and density of uses on-site and a broader mix of uses that would maximize use of the transit-rich community in which the proposed project is located. The proposed project would create employment opportunities in an area with ample housing supply.
Goal: Maximize mobility and accessibility for all people and goods in the region.	Consistent. The proposed project would be designed with the goal of encouraging transit ridership to fully utilize the transit opportunities available in the project area. The proposed project is within two blocks of the Wilshire Boulevard, which is a major transit corridor, and approximately 0.4 mile of two Metro stations (Wilshire/ Vermont and Wilshire/Normandie Stations) to maximize mobility of project residents.
Goal: Ensure travel safety and reliability for all people and goods in the region.	Consistent. The proposed project would incorporate urban design standards for mixed-use infill development along transit corridors in order to maintain a safe and comfortable pedestrian environment and buffering between uses.
Goal: Preserve and ensure a sustainable regional transportation system.	Consistent. See discussions above regarding maximizing mobility and transit accessibility and ensuring travel safety and reliability.
Goal: Maximize the productivity of our transportation system.	Consistent. See discussions above regarding maximizing mobility and transit accessibility and ensuring travel safety and reliability.
Goal: Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized) transportation, such as bicycling and walking.	Consistent. The proposed project would reduce greenhouse gas emissions per capita by encouraging mixed-use infill development near transit corridors that would allow for residents to find goods and services in their immediate vicinity and use transit as an alternative to private vehicles. By locating the proposed project in proximity to transit, it would encourage transit ridership among project residents, thereby reducing vehicle trips, improving air quality, and encouraging a more active lifestyle.
Goal: Actively encourage and create incentives for energy efficiency, where possible.	Consistent. The proposed project would be designed to comply with the City's Los Angeles Green Building Code. Certain planning, design, and development methods, best management practices (BMPs) and conservation features would be incorporated into the proposed project.
Goal: Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	Consistent. As discussed above regarding the protection of environment and public health, by locating the proposed project in proximity to transit, it would encourage transit ridership and a variety of mobility options (including bicycling) for project residents, thereby reducing vehicle trips, improving air quality, and encouraging a more active lifestyle.
COMPASS GROWTH VISION REPORT	
Principle #1: Improve mobility for all residents.	Consistent. The proposed project would be designed with the goal of encouraging transit ridership among project residents to fully utilize the transit opportunities available in the project area.
Policy: Locate new housing near existing jobs and new jobs near existing housing.	Consistent. The proposed project involves development of a mixed-use infill project, which includes housing near existing jobs (i.e., Wilshire Regional Center) and new jobs (i.e., construction jobs and operation of proposed retail on-site) near existing housing (multi-family residences to the east, west, and south of the project site).
Policy: Encourage transit-oriented development.	Consistent. The proposed project involves development of mixed-use infill near transit corridors.

TABLE 3-5: RELEVANT REGIONAL (SCAG) PLANNING GOALS AND POLICIES	
Goal/Principle/Objective/Policy	Analysis of Project Consistency
Policy: Promote a variety of travel choices.	Consistent. The proposed project would be developed in a transit-rich area. By locating the proposed project in proximity to transit, it would encourage transit ridership among project residents, as well as other mobility options, including buses and bicycling.
Principle #2: Foster livability in all communities.	Consistent. The proposed project would be developed in proximity to transit, which would encourage transit ridership and a variety of mobility options (including bicycling) for project residents, thereby reducing vehicle trips, improving air quality, encouraging a more active lifestyle, and fostering livability in the Wilshire Community.
Policy: Promote infill development and redevelopment to revitalize existing communities.	Consistent. The proposed project involves development of a mixed-use infill project that would complement and revitalize the Wilshire Community.
Policy: Promote developments that provide a mix of uses.	Consistent. The proposed project involves development of a mixed-use infill project.
Policy: Promote "people-scaled" pedestrian-friendly communities.	Consistent. The proposed project would be designed to be compatible in size and scale as the surrounding areas, including the multi-family residences to the east, west, and south.
Principle #4: Promote sustainability for future generations.	Consistent. The proposed project would be developed in proximity to transit, which would encourage transit ridership among project residents. The project also would include bike facilities (e.g., racks, lockers, and storage) to encourage alternative modes of transportation to private vehicles. In addition, the project would be designed to comply with the City's Los Angeles Green Building Code, thereby promoting sustainability and fostering livability for future generations.
Policy: Focus development in urban centers and existing cities.	Consistent. The proposed project would be located two blocks south of the Wilshire Regional Center/transit corridor, which is a heavily urbanized area with a variety of mobility options.
Policy: Develop strategies to accommodate growth that use resources efficiently, eliminate pollution, and significantly reduce waste.	Consistent. The proposed project would be designed to comply with the City's Los Angeles Green Building Code to ensure that the proposed project uses resources efficiently and significantly reduce pollution and waste.
Policy: Utilize "green" development techniques.	Consistent. The proposed project would be designed to comply with the City's Los Angeles Green Building Code to ensure that the proposed project uses resources efficiently and significantly reduces pollution and waste.
REGIONAL COMPREHENSIVE PLAN (RCP)	
Goal: Establish a more efficient transportation system that reduces and better manages vehicle activity.	Consistent. The proposed project would be developed in a transit-rich area. By locating the proposed project in proximity to transit, it would encourage transit ridership among project residents, as well as other mobility options, including buses and bicycling.
Policy/Strategy: Develop nodes (that are people-scaled, walkable communities) on a corridor.	Consistent. The proposed project is centrally located in a transit-rich area within walking distance of transportation resources to promote and foster a walkable community near the Wilshire Regional Center of Los Angeles.

TABLE 3-6: RELEVANT CITY PLANNING GOALS AND POLICIES	
AIR QUALITY ELEMENT OF THE GENERAL PLAN	
Policy 4.2.1 Revise the City's General Plan/Community Plans to achieve a more compact, efficient form and to promote more transit-oriented development and mixed-use development	Consistent. The proposed project would entail a more compact project that consists of a mix of housing and retail uses that would maximize use of the transit-rich community in which the proposed project is located.
Policy 4.2.2 Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	Consistent. The proposed project involves development of a mixed-use infill project, which includes housing near places of employment, shopping centers, and other establishments (i.e., Wilshire Regional Center).
Policy 4.2.3 Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	Consistent. The proposed project is located in a transit-rich area within walking distance of transportation resources to promote and foster a walkable community near the Wilshire Regional Center of Los Angeles. The project would include bike facilities (e.g., racks, lockers, and storage) to encourage alternative modes of transportation to private vehicles.

TABLE 3-6: RELEVANT CITY PLANNING GOALS AND POLICIES	
Policy 5.1.2 Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations	Consistent. The proposed project would be designed to comply with the City's Los Angeles Green Building Code to ensure that the proposed project uses resources efficiently and significantly reduce pollution and waste.
Policy 5.1.4 Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	Consistent. The proposed project would be designed to comply with the City's Los Angeles Green Building Code to ensure that the proposed project uses resources efficiently and significantly reduce pollution and waste.
CONSERVATION ELEMENT OF THE GENERAL PLAN	
Policy: Continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition or property modification activities	Consistent. As discussed in Section 3.5, Mitigation Measures CR-1 through CR-3 would be required to reduce impacts related to the discovery of unknown archaeological and paleontological resources during project construction to less-than-significant levels.
Policy: Continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition or property modification activities.	Consistent. As discussed in Section 3.5, the project site has been determined to be ineligible for listing in the National Register of Historic Places, California Register of Historical Resources, and the Los Angeles Historic-Cultural Monuments Register. Therefore, no impacts to historic resources would occur.
Policy 1: Continue to require evaluation, avoidance, and minimization of potential significant impacts, as well as mitigation of unavoidable significant impacts on sensitive animal and plant species and their habitats and habitat corridors relative to land development activities.	Consistent. As discussed in Section 3.4, one federally- and State-listed endangered species (southwestern willow flycatcher) has been found to occur in the area. However, the project site does not contain habitat (specifically riparian woodlands) capable of supporting this species. Additionally, according to the City of Los Angeles CEQA Thresholds Guide, the project site is not located in a Biological Resource Area. Therefore, the proposed project would not have any effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS, and no impacts would occur.
Policy 1: Continue striving to meet the city's water, power and other needs while at the same time striving to be a good steward of natural resources and minimizing impacts on the environment.	Consistent. The proposed project would be designed to comply with the City's Los Angeles Green Building Code to ensure that the proposed project uses resources efficiently and significantly reduce pollution and waste.
HOUSING ELEMENT OF THE GENERAL PLAN	
Policy 1.1.4 Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.	Consistent. The proposed project is located in a transit-rich area within walking distance of transportation resources to promote and foster a walkable community near the Wilshire Regional Center of Los Angeles. The proposed project is within two blocks of the Wilshire Boulevard, which is a major transit corridor, and approximately 0.4 mile of two Metro stations (Wilshire/ Vermont and Wilshire/Normandie stations).
Policy 2.2.1 Provide incentives to encourage the integration of housing with other compatible land uses.	Consistent. The proposed project would be implemented in an area developed with various commercial, institutional, and residential land uses.
Policy 2.2.2 Provide incentives and flexibility to generate new multi-family housing near transit and centers.	Consistent. The proposed project is located in a transit-rich area within walking distance of transportation resources to promote and foster a walkable community near the Wilshire Regional Center of Los Angeles. The proposed project is within two blocks of the Wilshire Boulevard, which is a major transit corridor, and approximately 0.4 mile of two Metro stations (Wilshire/ Vermont and Wilshire/Normandie stations).
Policy 2.3.2 Promote and facilitate reduction of water consumption in new and existing housing.	Consistent. The proposed project would be designed to comply with the City's Los Angeles Green Building Code to ensure that the proposed project uses resources efficiently and significantly reduce pollution and waste.
Policy 2.3.3 Promote and facilitate reduction of energy consumption in new and existing housing.	Consistent. The proposed project would be designed to comply with the City's Los Angeles Green Building Code to ensure that the proposed project uses resources efficiently and significantly reduce pollution and waste.
Policy 2.3.4 Promote and facilitate reduction of waste in construction and building operations.	Consistent. The proposed project would be designed to comply with the City's Los Angeles Green Building Code to ensure that the proposed project uses resources efficiently and significantly reduce pollution and waste.
Policy 2.4.1 Promote preservation of neighborhood character in balance with facilitating new development.	Consistent. The proposed project would be designed to promote a livable neighborhood with a mix of housing types and quality design that enhances the neighborhood character and reduces blighted conditions.

TABLE 3-6: RELEVANT CITY PLANNING GOALS AND POLICIES	
Policy 2.4.2 Develop and implement design standards that promote quality residential development.	Consistent. The proposed project would be designed to promote a livable neighborhood with a mix of housing types and quality design that enhances the neighborhood character and reduces blighted conditions.
TRANSPORTATION ELEMENT OF THE GENERAL PLAN	
Policy 2.11 Continue and expand requirements for new development to include bicycle storage and parking facilities, where appropriate.	Consistent. The proposed project would include bike facilities (e.g., racks, lockers, and storage) to encourage alternative modes of transportation to private vehicles.
WILSHIRE COMMUNITY PLAN	
Policy 1-1.3 Provide for adequate Multiple Family residential development.	Consistent. The proposed project would involve the development of multi-family residential housing units.
Policy 1-1.4 Provide for housing along mixed-use boulevards where appropriate.	Consistent. The proposed project would involve the development of multi-family residential housing units adjacent to the Wilshire Regional Center, where mixed-use development projects have been implemented.
Policy 1-2.1 Encourage higher density residential uses near major public transportation centers.	Consistent. The proposed project would entail a higher density residential project that consists of a mix of housing and retail uses that would maximize use of the transit-rich community in which the proposed project is located. The proposed project is within two blocks of the Wilshire Boulevard, which is a major transit corridor, and approximately 0.4 mile of two Metro stations (Wilshire/ Vermont and Wilshire/Normandie stations) to maximize mobility of project residents.
Policy 1-3.1 Promote architectural compatibility and landscaping for new Multiple Family residential development to protect the character and scale of existing residential neighborhoods.	Consistent. Even though the proposed project would entail a higher density and scale than the surrounding uses, the proposed project would be designed to enhance the neighborhood character, consistent with the Wilshire Regional Center immediately to the north of the project site. The proposed project would be consistent with recent legislations (i.e., SB 743 and SB 375) that encourage development of mixed-use projects in transit priority areas. The proposed project would maximize use of the transit-rich community in which the proposed project is located. The proposed project is within two blocks of the Wilshire Boulevard, which is a major transit corridor, and approximately 0.4 mile of two Metro stations (Wilshire/ Vermont and Wilshire/Normandie stations) to maximize mobility of project residents.
Policy 1.4-2 Ensure that new housing opportunities minimize displacement of residents.	Consistent. The proposed project would result in the demolition of 14 apartment units, which are estimated to currently house 35 residents. However, the proposed project would be subject to the tenant relocation and displacement requirements of the City. Compliance with these requirements, including the provision of notice and payment of relocation fees, would reduce displacement impacts to less than significant.
Policy 1.4-3 Encourage multiple family residential and mixed use development in commercial zones.	Consistent. The proposed project would involve the development of multi-family residential housing units adjacent to the Wilshire Regional Center, where mixed-use development projects have been implemented.
Policy 2-2.1 Encourage pedestrian-oriented design in designated areas and in new development.	Consistent. The proposed project would be designed with the goal of encouraging transit ridership to fully utilize the transit opportunities available in the project area. The proposed project is within two blocks of the Wilshire Boulevard, which is a major transit corridor, and approximately 0.4 mile of two Metro stations (Wilshire/ Vermont and Wilshire/Normandie stations) to maximize mobility of project residents.
Policy 2-2.2 Encourage large mixed use projects to incorporate facilities beneficial to the community such as libraries, child care facilities, community meeting rooms, senior centers, police sub-stations, and/or other appropriate human service facilities as part of the project.	Consistent. The proposed project would approximately 5,265 square feet of project amenities on the podium level (Level 6), including a gym/recreation area, library, lounge, and theater; a 19,285-square-foot courtyard, including a swimming pool with lounging areas and putting green. These project features would reduce the demand for park space created by the proposed project.
Policy 2-2.3 Encourage the incorporation of retail, restaurant, and other neighborhood serving uses in the first floor street frontage of structures, including mixed use projects located in Neighborhood Districts.	Consistent. The proposed project would include ground-floor and second-floor retail uses to serve project residents and the surrounding neighborhood.
Policy 2-3.1 Improve streetscape identity and character through appropriate controls of signs, landscaping, and streetscape improvements; and require that new development be compatible with the scale of adjacent neighborhoods.	Consistent. The proposed project would improve the streetscape and enhance the character of the neighborhood. Currently, Catalina Street, particularly in front of and on the project site, is littered with trash. The proposed project would include landscaping and streetscape improvements to enhance the visual quality of the area.

- c) **No Impact.** A significant impact would occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan. As discussed in Response to Checklist Question 3.4(f), the project site is not subject to any habitat conservation plan or natural community conservation plan. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.11 MINERAL RESOURCES - Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a-b) **No Impact.** A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits.²³ The project site is currently designated for Neighborhood Office Commercial and High Medium Residential and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area.²⁴ Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.12 NOISE - Would the project:				
a) Exposure of persons to or generation of noise in levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Less-Than-Significant Impact With Mitigation.** The noise analysis discusses sound levels in terms of Equivalent Noise Level (L_{eq}) and Community Noise Equivalent Level (CNEL). L_{eq} is the average noise

²³City of Los Angeles Department of City Planning, *Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report*, Figure GS-1, Areas Containing Significant Mineral Deposits in the City of Los Angeles, January 1995.

²⁴City of Los Angeles, *Safety Element of the Los Angeles City General Plan*, Oil Field & Oil Drilling Areas in the City of Los Angeles, Exhibit E, November 1996.

level on an energy basis for any specific time period. The L_{eq} for one hour is the energy average noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound. L_{eq} can be thought of as the level of a continuous noise which has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dBA. CNEL is an average sound level during a 24-hour period and is a noise measurement scale, which accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Human reaction to sound between 7:00 p.m. and 10:00 p.m. is as if the sound were actually 5 dBA higher than if it occurred from 7:00 a.m. to 7:00 p.m. From 10:00 p.m. to 7:00 a.m., humans perceive sound as if it were 10 dBA higher due to the lower background level. Accordingly, the CNEL is obtained by adding an additional 5 dBA to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and 10 dBA to sound levels in the night from 10:00 p.m. to 7:00 a.m. Because CNEL accounts for human sensitivity to sound, the CNEL 24-hour figure is always a higher number than the actual 24-hour average.

Noise levels decrease as the distance from the noise source to the receiver increases. Noise generated by a stationary noise source, or "point source," decreases by approximately 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots or smooth bodies of water) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt, grass, or scattered bushes and trees) for each doubling of the distance. For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet, then the noise level is 83 dBA at a distance of 100 feet from the noise source, 77 dBA at a distance of 200 feet, and so on. Noise generated by a mobile source decreases by approximately 3 dBA over hard surfaces and 4.8 dBA over soft surfaces for each doubling of the distance. Generally, noise is most audible when the source is in a direct line-of-sight of the receiver. Barriers, such as walls, berms, or buildings that break the line-of-sight between the source and the receiver greatly reduce noise levels from the source since sound can only reach the receiver by bending over the top of the barrier. However, if a barrier is not sufficiently high or long to break the line-of-sight from the source to the receiver, its effectiveness is greatly reduced.

Studies have shown that the smallest perceptible change in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA would be noticeable and may evoke a community reaction. A 10-dBA increase is subjectively heard as a doubling in loudness and would likely cause a community response.

The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. Regarding construction, Section 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) of the LAMC states that no construction or repair work shall be performed between the hours of 9:00 p.m. and 7:00 a.m. since such activities would generate loud noises and disturb persons occupying sleeping quarters in any adjacent dwelling, hotel, apartment, or other place of residence. Further, no person, other than an individual home owner engaged in the repair or construction of his/her single-family dwelling, shall perform any construction or repair work of any kind or perform such work within 500 feet of land so occupied before 8:00 a.m. or after 6:00 p.m. on any Saturday or on a federal holiday, nor at any time on any Sunday. Under certain conditions, the City may grant a waiver to allow limited construction activities to occur outside of the limits described above.

LAMC Section 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) of the LAMC also specifies the maximum noise level of powered equipment or powered hand tools. Any powered equipment or hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet is prohibited. However, this noise limitation does not apply where compliance is technically infeasible. Technically infeasible means the above noise limitation cannot be met despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of equipment.

The City's Noise Element of the General Plan includes exterior standards related to land use and noise compatibility. Multi-family residences are normally compatible with an ambient noise environment of

65 dBA or less. Normally compatible means that the land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would each be considered noise- and vibration-sensitive and may warrant unique measures for protection from intruding noise. Sensitive receptors near the project site include the following:

- Residences located adjacent and to the south;
- Catalina 8 Inn located approximately 85 feet to the east;
- Palga Grand Hotel located approximately 100 feet to the west;
- Residences located approximately 120 feet to the west;
- Robert F. Kennedy Community Schools campus located approximately 200 feet to the north;
- Saemoonan Church located approximately 200 feet to the northeast;
Vietnamese Buddhist Temple located approximately 340 feet to the east; and
- Residences located approximately 550 feet to the northeast.

The above sensitive receptors represent the nearest sensitive locations with the potential to be impacted by the proposed project. Additional sensitive receptors are located in the surrounding community and would be somewhat shielded by existing structures and would be less impacted by noise and vibration than the above sensitive receptors.

Vehicular traffic is the primary source of noise in the project vicinity. Sound measurements were taken using a SoundPro DL Sound Level Meter between 11:00 a.m. and 12:30 p.m. on August 25, 2014 to determine existing ambient daytime off-peak noise levels in the project vicinity. The Robert F. Kennedy Community Schools campus school year began on August 13, 2014. The noise readings were used to establish existing ambient noise conditions and to provide a baseline for evaluating construction and operational noise impacts. As shown in Table 3-7, existing ambient sound levels are between 56.7 and 68.6 dBA L_{eq} .

TABLE 3-7: EXISTING NOISE LEVELS

Noise Monitoring Location	Distance from Project Site (feet)	Sound Level (dBA, L_{eq})
Project Site on Catalina St.	Adjacent	62.4
Robert F. Kennedy Community Schools	200	67.3
Vietnamese Buddhist Temple near 9 th and Berendo Sts.	340	62.6
Residences near Kenmore and 9 th Sts.	400	56.7
Residences near 8 th and Berendo Sts.	550	68.6
SOURCE: TAHA, 2014.		

Construction Noise

Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction activities typically require the use of numerous pieces of noise-generating equipment. The noise levels shown in Table 3-8 take into account the likelihood that multiple pieces of construction equipment would be operating simultaneously and the typical overall noise levels that would be expected for each phase of construction. When considered as an entire process with multiple pieces of equipment, excavation activity would generate a noise level of approximately 89 dBA L_{eq} at 50 feet.

Construction Phase	Noise Level At 50 Feet (dBA)
Ground Clearing	84
Grading/Excavation	89
Foundations	78
Structural	85
Finishing	89

SOURCE: USEPA. *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, PB 206717, 1971.

Typical noise levels from various types of equipment that may be used during construction are listed in Table 3-9. The table shows noise levels at distances of 50 and 100 feet from the construction noise source.

Noise Source	Noise Level (dBA) /a/	
	50 Feet	100 Feet /a/
Front Loader	80	74
Trucks	89	83
Cranes (derrick)	88	82
Jackhammers	90	84
Generators	77	71
Backhoe	84	78
Tractor	88	82
Scraper/Grader	87	81
Paver	87	81

'a' Assumes a 6-dBA drop-off rate for noise generated by a "point source" and traveling over hard surfaces. Actual measured noise levels of the equipment listed in this table were taken at distances of ten and 30 feet from the noise source.

SOURCE: USEPA. *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, PB 206717, 1971.

The noise level during the construction period at each receptor location was calculated by (1) making a distance adjustment to the construction source sound level and (2) logarithmically adding the adjusted construction noise source level to the ambient noise level. Table 3-10 presents the estimated noise levels at sensitive receptors within 500 feet of the project site. Typical construction activity using multiple pieces of equipment would increase the ambient noise levels at sensitive receptors to between 66.4 and 79.7 dBA Leq.

Sensitive Receptor	Distance (feet)	Maximum Noise Level (dBA)	Existing Ambient (dBA, L ₉₀)	New Ambient (dBA, L ₉₀)
Residences Adjacent and to the South	50	84.0	62.4	84.0
Catalina 8 Inn	85	79.4	67.3	79.7
Palga Grand Hotel	100	78.0	67.3	78.3
Residences to the West	120	76.4	67.3	76.9
Robert F. Kennedy Community Schools	200	72.0	67.3	73.2
Saemoonan Church	200	72.0	67.3	73.2
Vietnamese Buddhist Temple	340	67.3	62.6	68.6
Residences near Kenmore and 9 th Sts.	400	65.9	56.7	66.4
Residences on South Berendo St.	550	63.2	68.6	69.7

SOURCE: TAHA, 2014.

The Robert F. Kennedy Community Schools campus is located approximately 200 feet north of the project site across 8th Street. The existing land use between the project site and the school campus would act as a noise barrier and shield and reduce ground-level construction noise levels at the campus. The campus would potentially experience an increase in ambient noise levels during the noisiest periods of construction activity. The most noise-intensive construction activities would occur

during the early phases of construction activity (e.g., demolition, site preparation, and structural framing). The majority of later construction activity would occur interior to the project site or within the newly constructed building.

Additional residential buildings are located within the project site vicinity, which may also experience increased ambient noise levels due to construction activity. However, construction activity would result in the loudest noise levels at sensitive land uses that have a direct line-of-sight to the ground level of the project site. This is because the first tier of building would act as a noise barrier to adjacent buildings. In addition, construction activity occurring on the upper floors of the 27-story building would not generate substantial noise levels at sensitive receptors.

The area surrounding the project site and nearby freeways is commercially dense and not considered sensitive to truck activity. As a result, noise generated from haul truck traveling to and from the disposal site would not adversely affect noise-sensitive land uses. Therefore, the proposed project would result in a less-than-significant impact related to haul truck noise levels.

Section 41.40 of the LAMC regulates noise from demolition and construction activities. Exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturday. Demolition and construction activities are prohibited on Sundays and all federal holidays. The construction activities associated with the proposed project would be required to comply with these LAMC requirements.

In addition, pursuant to LAMC Section 112.05, construction noise levels are exempt from the 75 dBA noise threshold if all technically feasible noise attenuation measures are implemented. Although the estimated construction-related noise levels associated with the proposed project would exceed the numerical noise threshold of 75 dBA at 50 feet from the noise source as outlined in the LAMC. The project applicant would be required to comply with the City's Standard Conditions of Approval (Mitigation Measures N-1 through N-13), which are feasible measures to control noise levels, including engine mufflers and noise blanket barriers. Implementation of these mitigation measures would reduce the noise levels associated with construction of the proposed project to the maximum extent that is technically feasible. Therefore, with mitigation, the proposed project would result in a less-than-significant impact related to construction noise.

Mitigation Measures

- N-1** The proposed project shall comply with the City's Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- N-2** Construction and demolition activities shall be restricted to the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday.
- N-3** Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- N-4** The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- N-5** Prior to initiating construction, the construction contractor shall coordinate with the site administrator for the Robert F. Kennedy Community Schools to discuss construction activities that generate high noise and vibration levels. Coordination between the site administrator and the construction contractor shall continue on an as-needed basis throughout the construction phase of the project to mitigate potential disruption of classroom activities as feasible.

- N-6 Barriers, such as, but not limited to, plywood structures or flexible sound control curtains extending eight feet in height shall be erected around the project site to minimize the amount of noise during construction on the nearby noise-sensitive uses located offsite.
- N-7 All construction truck traffic shall be restricted to truck routes approved by the City's Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible.
- N-8 The use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized. Examples include the use of drill rigs and jackhammers.
- N-9 Noise and groundborne vibration construction activities whose specific location on the project site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far away as possible from the nearest noise-and vibration-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.
- N-10 Barriers, such as, but not limited to, plywood structures or flexible sound control curtains extending eight feet in height shall be erected to minimize the amount of noise during construction on the nearby noise-sensitive uses located off-site.
- N-11 Flexible sound control curtains shall be placed around drilling apparatuses and drill rigs used within the project site to the extent feasible.
- N-12 All construction truck traffic shall be restricted to truck routes approved by the City's Department of Building and Safety, which will avoid residential areas and other sensitive receptors to the extent feasible.
- N-13 Adjacent land uses within 500 feet of the construction site shall be notified about the estimated duration and hours of construction activity at least 30 days before the start of construction.

Operational Noise

Vehicular Noise. The proposed project would generate 2,012 trips per day. To determine off-site noise impacts, traffic was modeled under future year (2018) no project and with project conditions utilizing the Federal Highway Administration RD-77-108 calculation methodology and converting estimated L_{eq} to CNEL. Table 3-11 summarizes a.m. peak hour mobile source noise. The greatest project-related noise increase would be 0.1 dBA L_{eq} and would occur along Catalina Street between 8th Street and James M. Wood Boulevard. This incremental noise level increase would not exceed 5 dBA, which is an indicator of a noticeable increase that may evoke a community reaction. Therefore, under Existing plus Project conditions, the proposed project would result in a less-than-significant impact related to mobile source noise levels. Under Existing plus Project conditions, vehicle noise would not expose people to, or generate, noise levels in excess of applicable standards, or result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

Roadway Segment	Estimated dBA, CNEL		
	Existing (2014)	Existing Plus Project	Project Impact
8 th St. from Irolo St. to Catalina St.	69.7	69.7	0.0
8 th St. from Catalina St. and Vermont Ave.	72.3	72.3	0.0
Catalina St. from 8 th St. and James M. Wood Blvd.	70.1	70.2	0.1
Catalina St. from Wilshire Blvd. and 8 th St.	70.3	70.3	0.0

SOURCE: TAHA, 2014.

Table 3-12 shows a.m. peak hour mobile source noise levels along the analyzed roadway segments for Future No Project and Future with Project conditions. The greatest project-related noise increase would be 0.1 dBA. This incremental noise level increase would not exceed 5 dBA, which is an indicator of a noticeable increase that may evoke a community reaction. Therefore, under Future with Project conditions, the proposed project would result in a less-than-significant impact related to mobile source noise levels. Under Future with Project conditions, vehicle noise would not expose people to, or generate, noise levels in excess of applicable standards, or result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

TABLE 3-12: ESTIMATED MOBILE SOURCE NOISE LEVELS			
Roadway Segment	Estimated dBA, CNEL		
	No Project (2018)	Project (2018)	Project Impact
8 th St. from Irolo St. to Catalina St.	69.8	69.8	0.0
8 th St. from Catalina St. and Vermont Ave.	72.5	72.5	0.0
Catalina St. from 8 th St. and James M. Wood Blvd.	70.5	70.6	0.1
Catalina St. from Wilshire Blvd. and 8 th St.	70.5	70.5	0.0

SOURCE: TAHA, 2014.

Parking Noise. A total of 562 parking spaces would be provided on seven levels (i.e., two subterranean levels, ground level, and Levels 2 through 5). The subterranean level parking would be entirely enclosed, and vehicle noise generated within the structure would not be audible beyond the property line. Above-ground parking would generally be enclosed, although small gaps would be included in the building face. Automobile parking activity typically generates a noise level of approximately 58.1 dBA L_{eq} at 50 feet (e.g., tire noise, engine noise, and door slams).²⁵ When added to the existing noise level of 62.4 dBA, parking activity would not increase the permanent CNEL by more than 1.0 dBA at adjacent land uses. This incremental noise level increase would not exceed 5 dBA, which is an indicator of a noticeable increase that may evoke a community reaction. Therefore, the proposed project would have a less-than-significant impact related to parking noise.

Stationary Noise. Potential stationary noise sources related to long-term operations of the proposed project includes mechanical equipment. Mechanical equipment (e.g., parking structure air vents and HVAC equipment) would be designed to be located within an enclosure. Mechanical equipment would either be on the roof of the high-rise buildings or within the basements. Rooftop mechanical equipment typically generates noise levels of approximately 60 dBA L_{eq} at 50 feet. In addition, mechanical equipment would be screened from view as much as possible to comply with the LAMC requirements for both daytime (65 dBA) and nighttime (60 dBA) operation at the property line. This noise level is reduced by at least 10 dBA when the equipment is enclosed within a structure. Based on these requirements, mechanical equipment would not increase the permanent CNEL by more than 1.0 dBA at adjacent land uses. This incremental noise level increase would not exceed 5 dBA, which is an indicator of a noticeable increase that may evoke a community reaction. Therefore, impacts related to stationary noise would be less than significant.

Land Use and Noise Compatibility. The proposed project would include new residential uses on the project site. It is important that new residential land uses are located in noise compatible environments and comply with the City exterior noise policy of 65 dBA CNEL. The monitored existing ambient noise level at the project site was 62.4 dBA L_{eq} . The California Department of Transportation Technical Noise Supplement states that the CNEL is typically within 2 dBA of the peak

²⁵The reference parking noise level is based on a series of noise measurements completed 50 feet from vehicles accessing a multi-level parking structure.

hour L_{eq} . Therefore, when necessary, the monitored L_{eq} was adjusted and increased by 2 dBA to obtain the existing CNEL of 64.5. This noise level does not exceed the City's exterior noise level policy of 65 dBA CNEL as stated in the Noise Element of the General Plan. Therefore, impacts related to land use compatibility would be less than significant.

- b) **Less-Than-Significant Impact With Mitigation.** Construction activities can generate varying degrees of vibration, depending on the construction procedures and the type of construction equipment used. High levels of vibration may cause physical personal injury or damage to buildings. However, vibrations rarely affect human health. The operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Unless heavy construction activities are conducted extremely close (within a few feet) to the neighboring structures, vibrations from construction activities rarely reach the levels that damage structures. Typical vibration levels associated with construction equipment are provided in **Table 3-13**. Heavy equipment (e.g., a large bulldozer and caisson drilling) generates vibration levels of 0.089 inches per second peak particle velocity (PPV) at a distance of 25 feet.

TABLE 3-13: VIBRATION VELOCITIES FOR CONSTRUCTION EQUIPMENT	
Equipment	PPV at 25 feet (Inches/Second)
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer	0.003

SOURCE: FTA, *Transit Noise and Vibration Impact Assessment*, May 2006.

According to the *Traffic Noise and Vibration Impact Assessment* prepared by the Federal Transit Administration (FTA), construction vibration damage criteria for engineered concrete and masonry buildings is 0.3 inches per second PPV. This damage criteria would be exceeded at 52 feet from heavy-duty construction equipment (e.g., a large bulldozer). Based on this distance, buildings adjacent and to the north and south may be damaged by high vibration levels. The project applicant would be required to comply with the City's Standard Condition of Approval (Mitigation Measure N-14), which would ensure adjacent structures would not be irreparably damaged by construction-related vibration. Therefore, with mitigation, the proposed project would result in a less-than-significant impact related to construction vibration.

Mitigation Measures

- N-14** Prior to commencement of construction activity, a qualified structural engineer licensed in California shall survey the existing foundation and other structural aspects of buildings within 52 feet of the construction zone (subject to property owner granting access to conduct the survey). The survey shall provide a shoring design to protect the identified land uses from potential damage.

The qualified structural engineer shall submit a pre-construction survey letter establishing baseline conditions at these buildings. These baseline conditions shall be forwarded to the lead agency and to the mitigation monitor prior to issuance of any foundation only or building permit.

At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-on letter describing damage, if any, to the buildings. The letter shall include recommendations for any repair, as may be necessary, in conformance with the Secretary of the Interior Standards. Repairs shall be undertaken and prior to issuance of any temporary or permanent certificate of occupancy for the new building.

Operational Vibration

The proposed project would not include significant stationary sources of ground-borne vibration, such as heavy equipment operations. Operational ground-borne vibration in the project vicinity would be generated by vehicular travel on the local roadways. The FTA has stated in the Transit Noise and Vibration Impact Assessment guidance document that vibration from rubber-tired vehicles is rarely perceptible, except under poor road conditions (e.g., potholes). Roadways near the project site are well maintained and traffic vibration levels would not be perceptible by sensitive receptors. Therefore, impacts related to operational vibration would be less than significant.

- c) **Less-Than-Significant Impact.** A significant impact would occur if the project caused a substantial permanent increase in noise levels above existing ambient levels. As discussed above in Response to Checklist Question 3.12(a), the proposed project would result in a less-than-significant impact related to operations.
- d) **Less-Than-Significant Impact With Mitigation.** A significant impact would occur if the project resulted in substantial temporary or periodic increase in ambient noise levels. As discussed in Response to Checklist Question 3.12(a), the proposed project would result in a less-than-significant impact related to construction with implementation of Mitigation Measures N-1 through N-13
- e) **No Impact.** A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a public airport or public use airport. The proposed project is not located within two miles of a public airport or public use airport. The nearest airport is the Los Angeles International Airport, located approximately nine miles southwest of the project site. The project site is outside of the Los Angeles International Airport Land Use Plan. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a public airport or public use airport. Therefore, no impact would occur and no further analysis is warranted.
- f) **No Impact.** A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a private airstrip. The proposed project is not within the vicinity of a private airstrip. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a private airstrip. Therefore, no impact would occur and no further analysis is warranted.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.13 POPULATION AND HOUSING - Would the project:				
a) Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Less-Than-Significant Impact. A potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. According to the U.S. Census, the City had a population of 3,792,621 residents and a housing inventory of 1,413,995 units in 2010. ²⁶ As of January 1, 2014, the California Department of				

²⁶U.S. Census, *American Fact Finder. Profile of General Population and Housing Characteristics*, 2010.

Finance has estimated that the population of the City has grown by 112,036 residents, at an average annual growth rate of approximately 0.975 percent, and housing by 18,558 units, at an average annual housing increase of approximately 0.436 percent.²⁷ According to the U.S. Census, the Wilshire CPA comprise approximately 7.7 percent of the City's population and approximately 8.5 percent of the City's housing inventory in 2010.²⁸ An estimate of the Wilshire CPA population in 2013 is not available. Assuming the CPA experienced an average annual growth rate of 0.975 percent, consistent with the remainder of the City, the population of the CPA in 2013 is estimated to be 300,729 residents, an increase of approximately 8,628 residents. Similarly, assuming the CPA experienced an average of 0.436 percent of housing increase, consistent with the remainder of the City, the housing inventory in the CPA in 2013 is estimated to be 121,655 housing units, an increase of 1,577 units. Based on the estimated number of housing units and population in the CPA in 2013, the average persons per dwelling unit (ppdu) would be 2.47.

The proposed project would result in the development of 269 residential units. Utilizing the Wilshire CPA's 2013 average ppdu of 2.47 persons per unit, the proposed project would increase population in the area by approximately 665 residents, a net of 630 new residents since the proposed project would result in the demolition of 14 apartment units (with an estimate of 35 residents). SCAG's 2020 population projections for the City estimate that the City's residential population will grow to 3,991,700 residents in 2020, an increase of 87,043 residents over 2013 conditions. Therefore, the anticipated population growth due to the proposed project (630 persons) represents approximately 0.72 percent of the SCAG projected population growth by 2020 for the City. In regards to the Wilshire CPA, this represents a 0.21-percent increase in residential population over the CPA's 2013 population of 300,729. Accordingly, the increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth. The project would meet a growing demand for housing near jobs and transportation centers, consistent with State, regional and local regulations designed to reduce trips and greenhouse gas emissions. Therefore, impacts related to population would be less than significant. Operation of the proposed project would not induce substantial population growth in the project area, either directly or indirectly.

- b-c) Less-Than-Significant Impact.** A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The proposed project would result in the demolition of 14 apartment units, which are estimated to currently house 35 residents. However, the proposed project would be subject to the tenant relocation and displacement requirements of the City. Compliance with these requirements, including the provision of notice and payment of relocation fees, would reduce displacement impacts to less than significant.

²⁷California Department of Finance *Demographic Research Unit. Report E-5, Population and Housing Estimates for Cities, Counties, and the State*, January 2011-2014, with 2010 Benchmark, January 1, 2014.

²⁸City of Los Angeles Department of City Planning, Demographic Research Unit, *Census 2000 Statistics by Community Plan Area*, website: <http://cityplanning.lacity.org/dru/C2K/C2KRpt.cfm?geo=cp&sgo=ct#>, accessed on September 26, 2014.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.14 PUBLIC SERVICES - Would the project:				
a) Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities (including roads)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a.i) Less-Than-Significant Impact. A significant impact would occur if the LAFD could not adequately serve the proposed project, necessitating a new or physically altered station. The project site and the surrounding area are currently served by five LAFD stations -- Fire Station 6, located at 326 N. Virgil Avenue (approximately 1.5 miles northeast of the project site), Fire Station 11, located at 1819 W. 7th Street (approximately 1.25 miles east of the project site), Fire Station 13, located at 2401 West Pico Boulevard (approximately 0.75 mile southeast of the project site, Fire Station 29, located at 4029 Wilshire Boulevard (approximately 1.2 miles northwest of the project site), and Fire Station 61, located at 5821 W. 3rd Street (approximately 3.0 miles northwest of the project site).

The proposed project would result in a net resident population on-site of approximately 630 people. The increased residential activity associated with the proposed project could increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services at the time of the proposed project's buildout, the LAFD may require additional fire personnel and equipment. However, given that five fire stations are in close proximity to the project site, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. In addition, the LAFD Deployment Plan has been in place since mid-2011. Under the LAFD Deployment Plan, the service delivery area of each fire station is drawn to allow fire apparatus to reach any address in that district within a specified response time. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection. Accordingly, the proposed project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the proposed project would result in a less-than-significant impact related to LAFD fire protection services.

a.ii) Less-Than-Significant Impact. A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station. The proposed project would not impair police protection service levels. The project site and the surrounding area are currently served by LAPD's Olympic Community Police Station, located at 1130 S. Vermont Avenue (approximately 0.5 mile southeast of the project site).

The proposed project would result in a net residential population increase of 630 persons. However, the proposed project would incorporate security features to provide for the safety of on-site residents. These features would include sufficient lighting throughout the project site to ensure safety and

visibility. Entryways, lobbies, and parking areas would also be well illuminated and designed to eliminate areas of concealment. In addition, prior to the issuance of a building permit, the LAPD would review the project plans to ensure that the design of the project follows the LAPD's Design Out Crime Program, an initiative that introduces the techniques of Crime Prevention Through Environmental Design (CPTED) to all City departments beyond the LAPD. Through the incorporation of these techniques into the project design, in combination with the safety features already incorporated into the proposed project, the proposed project would neither create capacity/service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Moreover, LAPD uses a computer model called Patrol Plan, which considers 25 different variables, such as forecast call rate, average service time, etc. LAPD uses computer modeling to target personnel where and when they are most needed. Using Patrol Plan, LAPD has succeeded in reducing crime for several years in a row. By providing a mix of uses, the proposed project would provide for a more active community than presently exists in the area, resulting in more "eyes on the street." Increased community awareness and activity can reduce certain types of crime. Therefore, the proposed project would result in a less-than-significant impact related to police protection services.

- a.iii) No Impact.** A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The proposed project would be primarily served by the Los Angeles Unified School District's (LAUSD) Robert F. Kennedy Community Schools, which are located across W. 8th Street north of the project site, and Young Oak Kim Academy (Grades 6 through 8), which is located at 615 S. Shatto Place (approximately 0.5 mile northeast of the project site). The proposed project would add 269 residential units, which could increase enrollment at these schools. However, development of the proposed project would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new residential and commercial space. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, the proposed project would result in a less-than-significant impact to public schools.
- a.iv) No Impact.** A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. There are five RAP facilities located within one mile of the project site, including Seoul International Park, located at 3250 San Marino Street (approximately 0.4 mile southwest of the project site); Shatto Recreation Center, located at 3191 W. 4th Street (approximately 0.8 mile northeast of the project site); Lafayette Recreation Center, located at 625 S. La Fayette Park Place approximately 0.8 mile northeast of the project site); MacArthur Park Recreation Center and Lake, located at 2260 W. 6th Street (approximately 0.9 mile east of the project site); and Normandie Recreation Center, located at 1550 S. Normandie Avenue (approximately 0.9 mile south of the project site).²⁹

The proposed project would result in a net residential population increase of 630 persons, which could result in increased demand for parks and recreation facilities. The proposed project would include approximately 5,265 square feet of project amenities on the podium level (Level 6). These amenities would consist of a gym/recreation area, library, lounge, and theater. The podium level would also include a 19,285-square-foot courtyard with a swimming pool, lounging areas, and putting green. In addition, the rooftop would include approximately 2,305 square feet of deck and lounge, and some units would include small balconies. Bicycle parking and storage would be provided as part of the proposed project. These project features would reduce the demand for park space created by the proposed project. In addition,

²⁹DRP, *Facility Locator*, website: <http://raponline.lacity.org/maplocator/>, accessed on September 26, 2014.

payment of required impact fees by the proposed mixed-use residential development within the City of Los Angeles per LAMC Sections 12.33 and 17.12 and the City's Dwelling Unit Construction Tax could offset some of the increased demand by helping fund new facilities, as well as the expansion of existing facilities. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision of new or altered parks facilities. Accordingly, the proposed project would result in a less-than-significant impact on park facilities.

- a.v) No Impact.** A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The Los Angeles Public Library (LAPL) System provides library services for the City of Los Angeles. The LAPL System includes the Central Library, eight regional branch libraries, 67 community branches, and four bookmobiles. There are approximately six million books and other materials within the LAPL collection. The LAPL operates three libraries that are within one mile of the project site, including the Pio Pico – Koreatown Branch, located at 694 S. Oxford Avenue (approximately 0.7 mile of the northwest of the project site); Feliz de Neve Branch, located at 2820 W. 6th Street (approximately 0.8 mile northeast of the project site); and Pico Union Branch, located at 1030 S. Alvarado Street (approximately 1.0 mile southeast of the project site).³⁰

The proposed project would result in a net residential population increase of 630 persons, which could result in increased demand for library services and resources of the LAPL System. However, specific correlation of increased population and increased impacts to library facilities is not currently available from the LAPL. Library requirements are changing with the advent of increasing resources being available on-line. While the increase in population as a result of the proposed project may create a demand for library services, units within the new buildings would have internet access; in addition, the proposed project would provide its own library space for use by residents to alleviate some of the need for library services and resources. Accordingly, the proposed project would not create substantial capacity or service level problems that would require the provision of new or physically altered library facilities in order to maintain an acceptable level of service for libraries. Therefore, the proposed project would result in a less-than-significant impact on library services.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.15 RECREATION- Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) Less-Than-Significant Impact.** Refer to Response to Checklist Question 3.14(a)(iv) above.
- b) Less-Than-Significant Impact.** A significant impact would occur if the proposed project would necessitate construction of new recreational facilities, which would adversely impact the environment, or require the expansion or development of parks or other recreational facilities in order to maintain acceptable service ratios, response times or other performance objectives for parks. The proposed project would include approximately 5,265 square feet of project amenities on the podium level (Level 6). These amenities would consist of a gym/recreation area, library, lounge, and theater. The podium level would also include a 19,285-square-foot courtyard with a swimming pool, lounging areas, and

³⁰LAPL, *Location and Hours Location*, website: <http://www.lapl.org/>, accessed on September 26, 2014.

putting green. In addition, the rooftop would a lounge area, and some units would include small balconies. These recreational areas are inclusive of the proposed project, and as disclosed in this Initial Study, all impacts of the proposed project have been found to be less than significant. Therefore, the proposed project would not necessitate construction of new recreational facilities beyond the proposed project, which would adversely impact the environment, or require the expansion or development of parks or other recreational facilities in order to maintain acceptable service ratios, response times or other performance objectives for parks, and impacts would be less than significant.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.16 TRANSPORTATION/TRAFFIC - Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project would increase traffic above the existing traffic load of the street system. A Traffic Impact Study was prepared for the proposed project in compliance with the Los Angeles Department of Transportation's (LADOT) standards and guidelines and is included in its entirety in this Initial Study as Appendix C. It should be noted that Traffic Impact Study was completed prior to refinements made to the proposed project, which resulted in a reduction in the number of residential units to be developed (i.e., 14 units fewer than originally analyzed). Accordingly, the Traffic Impact Study presents a more conservative analysis of the traffic impacts of the proposed project.

For analysis of Level of Service (LOS) at signalized intersections, LADOT has designated the Circular 212 Planning methodology as the desired tool. The concept of roadway level of service under the Circular 212 method is calculated as the volume of vehicles that pass through the facility divided by the capacity of that facility, which is "at capacity" (V/C of 1.00 or greater) when extreme congestion occurs. This volume/capacity (V/C) ratio value is a function of hourly volumes, signal phasing, and approach lane configuration on each leg of the intersection. LOS values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the operating "capacity" of a roadway. Table 3-14 defines the LOS criteria applied to the study intersections.

LOS	Interpretation	Signalized Intersection Volume to Capacity Ratio (CMA)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.000 - 0.600
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.601 - 0.700
C	Good operation. Occasionally backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701 - 0.800
D	Fair operation. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801 - 0.900
E	Poor operation. Some long standing vehicular queues develop on critical approaches.	0.901 - 1.000
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Over 1.000

SOURCE: FTA, *Transit Noise and Vibration Impact Assessment*, May 2006.

Project Trip Generation Rates and Estimates

Traffic volumes that are expected to be generated by the Project during the weekday a.m. and p.m. peak hours and daily periods were estimated based on trip rates defined in Trip Generation (9th Edition). The trip rates and the associated traffic generation forecast for the proposed project are provided in Table 3-15.

TRIP GENERATION RATE								
Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			% In	% Out	Rate	% In	% Out	Rate
Apartments	du	6.65	20	80	0.51	65	35	0.62
Residential Condo/Townhouse	du	5.81	17	83	0.44	67	33	0.52
Shopping Center	ksf	42.70	62	38	0.96	48	52	3.71
TRIP GENERATION ESTIMATES								
Apartments	271 du /a/	1,802	28	110	138	109	59	168
Residential Condo/Townhouse	12 du	70	1	4	5	4	2	6
Shopping Center	7.5 ksf	320	4	3	7	13	15	28
Pass-by Trip Credit – Retail (50%)		-160	-2	-1	-3	-7	-7	-14
Shopping Center (w/Pass-by Credit)		160	2	2	4	6	8	14
Proposed Project Subtotal		2,032	31	116	147	119	69	188
Internal Capture – Daily (1%) & PM Peak (2%)		-20	0	0	0	-1	-1	-3
Total New Project Trips		2,012	7	116	147	117	68	185

du= dwelling units; ksf= 1,000 square feet
/a/Traffic study was prepared prior to latest changes to the proposed project. Traffic study is conservative as the proposed project currently proposes 269 units, 2 units fewer than the number of units assumed for analysis in the traffic study.
SOURCE: KOA Corporation, *Traffic Impact Study for Catalina Apartments, 811 S. Catalina Street Los Angeles, California*, September 2014.

Three scenarios were evaluated as part of the analysis, including Existing Conditions, Future without Project Conditions, and Future with Project Conditions. Table 3-16 provides a summary of the intersection V/C or delay and LOS to determine whether or not development of the proposed project would result in a significant traffic impact as defined by the City.

TABLE 3-16: SUMMARY OF INTERSECTION ANALYSIS									
Intersection	Existing Conditions		Cumulative Base Conditions			Cumulative With Project Condition			Impact? (Y/N)
	V/C or Delay	LOS	V/C or Delay	LOS	Change	V/C or Delay	LOS	Change	
AM PEAK HOUR									
1. Normandie Ave. & Wilshire Blvd.	0.720	C	0.794	C	0.031	0.795	C	-0.001	No
2. Catalina St. & Wilshire Blvd.	0.667	B	0.721	C	0.054	0.735	C	0.014	No
3. Vermont Ave. & Wilshire Blvd.	0.924	E	1.020	F	0.096	1.024	F	0.004	No
4. Irolo St. & 8 th St.	0.844	D	0.918	E	0.074	0.919	E	0.001	No
5. Catalina St. & 8 th St.	0.351	A	0.361	A	0.010	0.395	A	0.034	No
6. Vermont Ave. & 8 th St.	0.615	B	0.672	B	0.057	0.687	B	0.015	No
7. Irolo St. & James M. Wood Blvd.	0.731	C	0.783	C	0.052	0.791	C	0.008	No
8. Catalina St. & James M. Wood Blvd.	0.269	A	0.275	A	0.006	0.293	A	0.018	No
9. Vermont Ave. & James M. Wood Blvd.	0.640	B	0.685	B	0.045	0.702	C	0.017	No
10. Normandie Ave. & Olympic Blvd.	0.907	E	0.951	E	0.044	0.952	E	0.001	No
11. Vermont Ave. & Olympic Blvd.	0.845	D	0.891	D	0.046	0.897	D	0.006	No
PM PEAK HOUR									
1. Normandie Ave. & Wilshire Blvd.	0.790	C	0.896	D	0.041	0.903	E	0.007	No
2. Catalina St. & Wilshire Blvd.	0.784	C	0.844	D	1.3	0.851	D	0.007	No
3. Vermont Ave. & Wilshire Blvd.	0.988	E	1.076	F	0.118	1.080	F	0.004	No
4. Irolo St. & 8 th St.	0.937	E	1.040	F	0.076	1.045	F	0.005	No
5. Catalina St. & 8 th St.	0.565	A	0.578	A	0.044	0.598	A	0.020	No
6. Vermont Ave. & 8 th St.	0.679	B	0.727	C	0.050	0.736	C	0.009	No
7. Irolo St. & James M. Wood Blvd.	0.935	E	0.985	E	0.069	0.991	E	0.006	No
8. Catalina St. & James M. Wood Blvd.	0.523	A	0.529	A	0.013	0.560	A	0.031	No
9. Vermont Ave. & James M. Wood Blvd.	0.734	C	0.785	C	0.043	0.793	C	0.008	No
10. Normandie Ave. & Olympic Blvd.	0.950	E	1.004	F	10.4	1.009	F	0.005	No
11. Vermont Ave. & Olympic Blvd.	0.817	D	0.876	D	0.4	0.884	D	0.008	No
SOURCE: KOA Corporation. Traffic Impact Study for Catalina Apartments, 811 S. Catalina Street Los Angeles, California, September 2014.									

LADOT has established specific thresholds for project-related increases in the V/C ratio of signalized study intersections. The following increases in peak-hour V/C ratios are considered significant impacts:

<u>Intersection Condition With Project Traffic</u>		<u>Project-Related Increase in V/C Ratio</u>
<u>LOS</u>	<u>V/C Ratio</u>	
C	<0.70 – 0.80	equal to or greater than 0.040
D	<0.80 – 0.90	equal to or greater than 0.020
E and F	0.90 or more	equal to or greater than 0.010

As shown in **Table 3-16**, the addition of project traffic would not result in significant impacts at any of the study area intersections. Therefore, impacts related to intersection operations would be less than significant.

- b) **Less-than-Significant Impact.** A significant impact would also occur if the proposed project individually or cumulatively exceeded the service standards of the Metro’s Congestion Management Plan (CMP). The CMP is a State-mandated program designed to address the impact urban congestion has on local communities and the region as a whole. The CMP provides an analytical basis for the transportation decisions contained in the State Transportation Improvement Project (STIP). The CMP guidelines specify that all CMP arterial monitoring intersections, including freeway on and off-ramp intersections, where a project could add 50 or more trips during either the morning or evening peak hours be evaluated. Also, mainline freeway-monitoring stations where a project could add 150 or more trips in each direction during the peak hours must be evaluated.³¹ The CMP freeway monitoring station closest to the project site is on Interstate 10 freeway on Budlong Avenue, approximately 1.5 miles south of the project site. Wilshire Boulevard is a CMP arterial, with monitoring stations at Alvarado Boulevard approximately 1.5 miles northwest of the project site and Western Avenue approximately 1.5 miles northeast of the project site. The proposed project would not add 50 or more trips at the identified CMP intersections during either the weekday morning peak hour or the evening peak hour. Therefore, a CMP intersection traffic impact analysis is not required, and impacts would be less than significant.
- c) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project would cause a change in air traffic patterns that would result in a substantial safety risk. The proposed project does not include an aviation component or include features that would interfere with air traffic patterns. Therefore, no impact would occur.
- d) **No Impact.** A significant impact would occur if the proposed project would substantially increase an existing hazardous design feature or introduced incompatible uses to the existing traffic pattern. The project site is located in a highly urbanized area developed with roadways and infrastructure. All access and circulation associated with the proposed project would be designed and constructed in conformance with all applicable requirements established by the City’s Department of Building and Safety, the LAFD, and the Los Angeles Municipal Code. The proposed project would not include any new roads that would result in an increase in hazards due to a design feature. The proposed project would be contained entirely within the project site. Adjacent roadways would not be altered as a result of the proposed project. Therefore, no impact would occur.
- e) **No Impact.** A significant impact would occur if the design of the proposed project would not satisfy emergency access requirements of the LAFD. The proposed project would be designed to allow adequate emergency access to the project site in accordance with applicable street and driveway standards. Proposed access to the development would be provided along S. Kenmore Avenue and S.

³¹Kimley-Horn and Associates, Inc. *Walnut Creek Development Traffic Impact Analysis*, August 2014.

Catalina Street. Therefore, the proposed project would not result in inadequate emergency access, and no impact would occur.

- f) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project would conflict with programs supporting alternative transportation. Wilshire Boulevard, which is the most heavily used transit corridor in the County of Los Angeles, with over 80,000 bus boardings taking place along the corridor each weekday, is located two block north of the project site.³² In addition, two Metro stations (Wilshire/Vermont and Wilshire/Normandie) are located less than 0.5 mile of the project site. Accordingly, the project site is located in a transit-rich area of the City that is well-served by public transportation. The project site is also immediately adjacent to the Wilshire Regional Center, a highly pedestrian-oriented area of the City. Therefore, the proposed project is anticipated to result in a less-than-significant impact as it relates to adopted policies, plans, or programs regarding alternative modes of transportation.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.17 UTILITIES AND SERVICE SYSTEMS - Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a-b) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the LARWQCB. A significant impact would also occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded.

It is important to consider the existing and anticipated wastewater generation of the project in relation to current average daily flows experienced at Hyperion Treatment Plant (HTP), as well as in proportion to remaining capacity of the system. As shown in Table 3-17, the proposed project would generate a net increase of approximately 37,614 gallons per day (gpd) of wastewater. The HTP experiences an average daily flow of 362 mgd. As a proportion of total average daily flow experienced by the HTP, the wastewater generation of the proposed project would account for 0.01 percent of average daily wastewater flow. This increase in wastewater flow would not jeopardize the HTP to operate within its established

³²Los Angeles County Metropolitan Transportation Authority, *Draft Environmental Impact Report/Environmental Assessment for the Wilshire Bus Rapid Transit Project*, June 2010.

wastewater treatment requirements. Furthermore, all wastewater from the project would be treated according to requirements of the NPDES permit authorized by the LARWQCB. Therefore, the proposed project would result in a less-than-significant impact related to wastewater treatment requirements.

TABLE 3-17: ESTIMATED WASTEWATER GENERATION OF THE PROPOSED PROJECT				
Use	Quantity	Units	Wastewater Generation Rate/a/	Wastewater Generation (gpd)
PROPOSED USES				
Multi-family Residential	269	dwelling units	142.8 gpd/du	38,413
Retail	7,500	square feet	0.16 gpd/sf	1,200
Wastewater Generation of Proposed Project				39,613
EXISTING USES				
Multi-family Residential	14	dwelling units	142.8 gpd/du	1,999
Wastewater Generation of Existing Uses				1,999
Estimated Net Wastewater Generation of Proposed Project				37,614
/a/ Wastewater generation factors are based on figures provided in CalEEMod. SOURCE: TAHA, 2014.				

In addition, the anticipated increase of wastewater generation from the proposed project would reduce the remaining capacities of the sewer pipes in the project vicinity. However, prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, impacts related to wastewater treatment would be less than significant.

The estimated water usage of the proposed project is listed in Table 3-18 (not taking into account required water-saving measures). The proposed project would use up to approximately 80,529 gpd of water and result in a net increase of 76,455 gpd of water use (existing uses are estimated to use 4,074 gpd). The estimated water demand for the proposed project is conservative and provides a worst-case scenario since it does not take into account reductions from inclusion of these water conservation features. Features, such as drought tolerant landscaping, high-efficiency toilets, and "smart" irrigation controllers could result in a reduction in potable water consumption by at least 20 percent and landscaping water demand by at least 50 percent.

TABLE 3-18: ESTIMATED WATER USAGE OF THE PROJECT				
Use	Quantity	Units	Water Usage Factor /a/	Water Usage (gpd)
PROPOSED USES				
Multi-Family Residential	269	dwelling units	291 gpd/du	78,279
Retail	7,500	square feet	0.3 gpd/sf	2,250
Estimated Total Water Usage of Proposed Project				80,529
EXISTING USES				
Multi-Family Residential	14	dwelling units	291 gpd/du	4,074
Estimated Total Water Usage of Existing Uses				4,074
Net Estimated Total Water Usage of Proposed Project				76,455
gpd = gallons per day /a/ Water usage factors are based on CalEEMod Water Use Rates. SOURCE: TAHA, 2014.				

LADWP conducts water planning based on forecast population growth. Accordingly, the increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth. The addition of 630 persons as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not

anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Therefore, the proposed project would have a less-than-significant operational impact related to water supply and infrastructure.

- c) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project would increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. Development of the proposed project would maintain existing drainage patterns; site-generated surface water runoff would continue to flow to the City's storm drain system. Since the project site is almost entirely impervious, impermeable surfaces resulting from the development of the project would not significantly change the volume of storm water runoff. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, water runoff after development would not exceed the capacity of existing or planned drainage systems. The proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the proposed project would result in a less-than-significant impact related to existing storm drain capacities.
- d) **Less-Than-Significant Impact.** Refer to Response to Checklist Question 3.17(a-b).
- e) **Less-Than-Significant Impact.** Refer to Response to Checklist Question 3.17(a-b).
- f) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The BOS and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste generated by single-family and some multi-family residences is collected by the BOS.³³ Remaining multi-family residences and all industrial and commercial buildings contract with private contracted waste haulers to collect, dispose, and recycle solid waste.

Table 3-19 lists the location, remaining capacity, permitted daily intake capacity, the average daily volume of solid waste disposed of at the landfills serving the City of Los Angeles, and the approximate tons per day of solid waste that the City of Los Angeles disposed of at each landfill. Over 95 percent of the City's solid waste in 2012 was disposed of at the Chiquita Canyon and Sunshine Canyon Landfills (both the City and County portions).

TABLE 3-19: SOLID WASTE FACILITIES SERVING THE CITY OF LOS ANGELES					
Facility Name	Location	Permitted Daily Intake Capacity (tons/day)	2012 Average Daily Disposal (tons/day)/a/	Remaining Daily Intake Capacity (tons/day)	Remaining Total Intake Capacity (tons)
CLASS III LANDFILLS					
Antelope Valley	Palmdale	1,800	832	968	16,913,937
Chiquita Canyon /a/	Castaic	6,000	2,970	3,030	3,972,886
Lancaster	Lancaster	3,000	690	2,310	12,273,633
Sunshine Canyon	LA City & Sylmar	12,100	7,221	4,879	74,367,562
TOTAL CLASS III LANDFILL		22,900	11,713	11,187	107,528,018

/a/ A proposed expansion of the Chiquita Canyon Landfill would result in a permitted daily intake capacity of 12,000 tons.
SOURCE: County of Los Angeles Department of Public Works, *Countywide Integrated Waste Management Plan – 2012 Annual Report*, August 2013.

The City of Los Angeles primarily uses the Sunshine Canyon and Chiquita Canyon landfills. Refuse collected by private haulers is disposed of at the regional landfills and waste-to-energy facilities listed in Table 3-19. The Class III landfills accepting waste from the City have a total daily intake capacity

³³City of Los Angeles General Plan, *The Citywide General Plan Framework: An Element of The City of Los Angeles General Plan*, August 2001.

of 22,900 tons per day and a remaining capacity of approximately 107.5 million tons. According to the County of Los Angeles Department of Public Works' 2012 Annual Report, landfills serving the City of Los Angeles have closure dates ranging from 2013 to January 2041. The Puente Hills Landfill closed in October 2013.³⁴ In 2012, Puente Hills received approximately 1,142 tons per day from the City of Los Angeles.

Solid waste during the operation of the proposed project's residential and retail components is anticipated to be collected by the BOS and private waste haulers, respectively. Solid waste collected from the proposed project is anticipated to be hauled to Sunshine Canyon Landfill. Table 3-20 shows the estimated daily solid waste generated during the operation of the proposed project. The proposed project would generate approximately 616 pounds, or 0.3 ton, of solid waste per day. Solid waste generated by the proposed project represents less than 0.003 percent of the remaining daily permitted intake capacity of the landfills listed in Table 3-19. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the Sunshine Canyon Landfill. Compliance with AB 939 would result in the reduction of solid waste generated by the proposed project to 308 pounds per day. Solid waste generated by the proposed project would be sufficiently accommodated by the landfills listed in Table 3-19, which have a remaining daily intake capacity of 11,187 tons. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less-than-significant impact related to solid waste.

TABLE 3-20: ESTIMATED SOLID WASTE GENERATION OF THE PROPOSED PROJECT				
Use	Quantity	Units	Solid Waste Disposal Rate /a/	Solid Waste Disposal (ppd)
PROPOSED USES				
Residential	269	dwelling units	2.25 lbs/dwelling units/day	605
Retail	7,500	square feet	5.75 lbs/1,000 square feet/day	43
Estimated Total Solid Waste Generation of Proposed Project				648
EXISTING USES				
Residential	14	dwelling units	2.25 lbs/dwelling units /day	32
Estimated Total Solid Waste Generation of Existing Uses				32
Net Estimated Total Solid Waste Generation of Proposed Project				616

/a/ Solid waste usage factors are based on CalEEMod Solid Waste Generation Rates.
SOURCE: TAHA, 2014.

- g) **Less-Than-Significant Impact.** Refer to Response to Checklist Question 3.17(f).

	Potentially Significant Impact	Less-Than-Significant Impact		No Impact
		with Mitigation Incorporated	Less-Than-Significant Impact	
3.18 MANDATORY FINDINGS OF SIGNIFICANCE - Would the project:				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

³⁴Sanitation Districts of Los Angeles County, Solid Waste Management Department, *Puente Hills Landfill*, http://www.lacsd.org/solidwaste/swfacilities/landfills/puente_hills/, accessed April 8, 2014.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Less-Than-Significant Impact with Mitigation Incorporated. Based on the analysis in this Initial Study, the proposed project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. However, during project construction, the proposed project may encounter unknown cultural resources, including archaeological and paleontological resources. With mitigation, potential impacts to these resources would be reduced to less-than-significant levels.				
b) Less-Than-Significant Impact with Mitigation Incorporated. A significant impact may occur if the proposed project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant. In addition, all potential impacts of the proposed project would be reduced to less-than-significant levels with implementation of the mitigation measures provided in the previous sections. None of these potential impacts are considered cumulatively considerable, and implementation of the mitigation measures identified in this Initial Study will ensure that no cumulative impacts will occur as a result of the proposed project.				
c) Less-Than-Significant Impact with Mitigation Incorporated. A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less-than-significant levels. Upon implementation of mitigation measures identified in this Initial Study, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.				

4.0 LIST OF PREPARERS AND SOURCES CONSULTED

This section also documents all the sources that contributed in the preparation of this Initial Study.

4.1 LEAD AGENCY

City of Los Angeles
Department of City Planning
Plan Implementation Division, Metro Unit
200 North Spring Street, Room 621
Los Angeles, CA 90012
Contact: Debbie Lawrence, City Planner

4.2 INITIAL STUDY PREPARERS

Terry A. Hayes Associates Inc.
8522 National Boulevard, Suite 102
Culver City, CA 90232
Contact: Madonna Marcello, Project Manager
Sam Silverman, Air Quality/Greenhouse Gas/Noise
Akshay Newgi, Air Quality/Greenhouse Gas/Noise
Michael Sullivan, Shade/Shadow Diagrams
Natasha Mapp, Document Production

4.3 TECHNICAL CONSULTANTS

KOA Corporation
1100 Corporate Center Drive, Suite 201
Monterey Park, CA 91754
Contact: Bruce Chow, Associate Transportation Planner

4.4 SOURCES CONSULTED

- Bay Area Air Quality Management District, *Revised Draft Options and Justification Report: California Environmental Quality Act Thresholds of Significance*, 2009.
- California Air Pollution Control Officers Association, California Emissions Estimator Model (CalEEMod) Version 2013.2.2, October 2, 2013.
- California Department of Conservation, Division of Mines and Geology. *Seismic Hazards Zones Map, Hollywood Quadrangle*, March 25, 1999.
- California Department of Conservation, Special Studies Zones for the Hollywood Quadrangle, July 1, 1986.
- California Department of Conservation. *Regulatory Maps, Los Angeles County*. available: <http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm>, accessed February 26, 2014.
- California Department of Finance *Demographic Research Unit. Report E-5, Population and Housing Estimates for Cities, Counties, and the State*, January 1, 2014.
- California Department of Fish and Wildlife, *California Natural Diversity Database, RareFind 5*, Hollywood Quadrangle, query ran September 3, 2014.

- California Department of Transportation, *Transportation Project-Level Carbon Monoxide Protocol*, UCD-ITS-RR-97-21. Prepared by Institute of Transportation Studies, University of California, Davis, 1997.
- California Department of Transportation. *California Scenic Highway Mapping System*, Los Angeles County. Available: http://www.dot.ca.gov/hq/LandArch/scenic_highways/, accessed on September 8, 2014.
- City of Department of Recreations and Park, *Facility Locator*, website: <http://raponline.lacity.org/maplocator/>, accessed on September 26, 2014.
- City of Los Angeles Department of City Planning, Demographic Research Unit, *Census 2000 Statistics by Community Plan Area*, website: <http://cityplanning.lacity.org/dru/C2K/C2KRpt.cfm?geo=cp&sgo=ct#>, accessed on September 26, 2014.
- City of Los Angeles Department of City Planning, *Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report*, January 1995.
- City of Los Angeles General Plan, *The Citywide General Plan Framework: An Element of The City of Los Angeles General Plan*, August 2001.
- City of Los Angeles, *Los Angeles CEQA Thresholds Guide, Biological Resource Areas*, Exhibit C-2, 2006.
- City of Los Angeles, *Safety Element of the Los Angeles City General Plan*, November 1996.
- City of Los Angeles, *Transportation Element of the General Plan*, Map E: Scenic Highways in the City of Los Angeles, June 1998.
- City of Los Angeles, *Wilshire Community Plan*, September 19, 2001.
- Community Redevelopment Agency of the City of Los Angeles, *Intensive Historic Survey, Wilshire Center and Koreatown Recovery Redevelopment Area*, June 2009.
- County of Los Angeles Department of Public Works, *Countywide Integrated Waste Management Plan – 2012 Annual Report*, August 2013.
- Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.
- Institute of Transportation Engineers *Trip Generation Manual*, 7th Edition, 2003.
- KOA Corporation, *Traffic Impact Study for Catalina Apartments 811 S. Catalina Street Los Angeles, California*, September 2014.
- Los Angeles County GIS Data Portal (Countywide Building Outlines), November 1, 2012.
- Los Angeles County Metropolitan Transportation Authority, *Draft Environmental Impact Report/Environmental Assessment for the Wilshire Bus Rapid Transit Project*, June 2010.
- Los Angeles Public Library, *Location and Hours Location*, website: <http://www.lapl.org/>, accessed on September 26, 2014.
- Sanitation Districts of Los Angeles County, Solid Waste Management Department, *Puente Hills Landfill*, http://www.lacsd.org/solidwaste/swfacilities/landfills/puente_hills/, accessed April 8, 2014.
- South Coast Air Quality Management District, *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions*, December 2002.
- U.S. Census, *American Fact Finder. Profile of General Population and Housing Characteristics*, 2010.
- United States Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, PB 206717, 1971.