



# 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

(Article IV – City CEQA Guidelines)

<b>LEAD CITY AGENCY</b>	<b>COUNCIL DISTRICT</b>	<b>DATE</b>
City of Los Angeles Planning Department	CD 8	September 1, 2009

<b>RESPONSIBLE AGENCIES</b>
City of Los Angeles

<b>PROJECT TITLE/NO.</b>	<b>CASE NO.</b>
Figueroa and Adams Student Housing Project	ENV-2007-4288-EIR

<b>PREVIOUS ACTIONS CASE NO.</b>	<input type="checkbox"/> DOES have significant changes from previous actions.  <input type="checkbox"/> DOES NOT have significant changes from previous actions.
----------------------------------	--

**PROJECT DESCRIPTION:**

The 1.67-acre project site is located at 2455 South Figueroa Street, north of West Adams Boulevard, as shown in **Figure 1, Regional Context Map**, and **Figure 2, Project Location Map**. The project proposes the development of a 145-unit residential building, associated parking for resident and visitor use, and replacement parking for the adjacent St. Vincent de Paul Roman Catholic Church (St. Vincent’s Church). The project is designed to provide housing for students attending the University of Southern California (USC), Mount St. Mary’s College Doheny Campus, and other local educational institutions. Faculty and staff of these educational institutions may also live in the Project. However, up to 10 percent of the units (i.e. 15 units) could be made available to non-student, faculty, and staff residents. The project site and surrounding land uses are shown in **Figure 3, Aerial Photograph of Project Site and Vicinity**. The project site currently contains a parking lot and small garden for use by St. Vincent’s Church, as shown in **Figure 4, Existing Site Plan**.

The project would develop a five-story building atop two levels of subterranean parking with the top four stories to be used for residential uses, and the bottom three levels reserved for parking. The residential component of the building would total 160,115 square feet. The project proposes a total of 145 residential units on the second through fifth levels of the building, including 27 one-bedroom units, 115 two-bedroom units, and 3 three-bedroom units.

The residential component of the project would be arranged around four open air courtyards, which would serve as common areas for building residents. Public amenities for residents would include common open space areas and courtyards, a lobby/leasing office, lounge and recreation area, study rooms, roof decks and private open space. For these.

The building would be modified Mediterranean Revival in architectural style and would be five stories tall, or 60 feet above adjacent grade to the roofline. A decorative tower along the east (Figueroa Street) building elevation would be 15 feet taller than the building roofline, or 75 feet above adjacent grade. Conceptual site plans, elevations, and building sections are shown in **Figures 5 through 16**. The project would incorporate a 15-foot front-yard setback from the eastern property boundary on Figueroa Street, a 17-foot rear-yard setback from the western property boundary, a 10-foot side-yard setback from the northern property boundary, and a 28-foot side-yard/fire department access lane along the southern property line. Front, rear, and south side-yard setbacks would meet or exceed Municipal Code requirements.






SOURCE: Google Earth - August 2007, Impact Sciences, Inc. - August 2007

FIGURE 2

Project Location Map

**Legend:**

- ① St. Vincent de Paul Roman Catholic Church  
621 W. Adams Boulevard
- ② Church Rectory
- ③ Sisters of St. Joseph of Carondelet  
Convent / Stimson House  
2421 S. Figueroa Street
- ④ St. Vincent School  
2333 S. Figueroa Street
- ⑤ Miner House  
649 W. Adams Boulevard
- ⑥ Miner Tract Lot C  
641 W. Adams Boulevard
- ⑦ Mount St. Mary's College, Doheny Campus  
10 Chester Place
- ⑧ Commercial/Retail uses
- ⑨ Wool Mill/Zanja H-8  
2455 S. Figueroa Street
-  Project Site  
2455 S. Figueroa Street

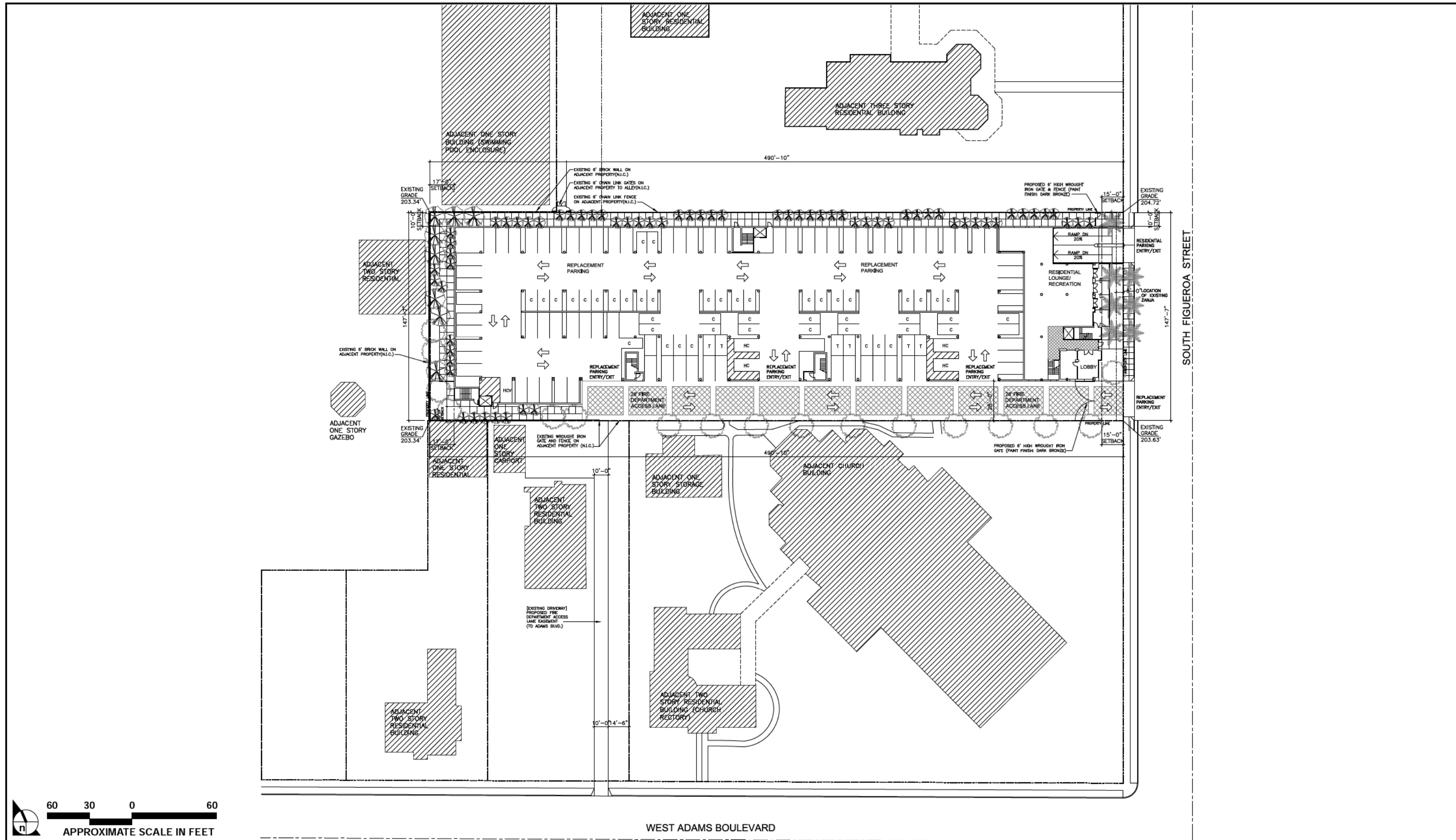


SOURCE: Google Earth - August 2007, Impact Sciences, Inc. - August 2007

FIGURE 3

Aerial Photograph of Project Site and Vicinity

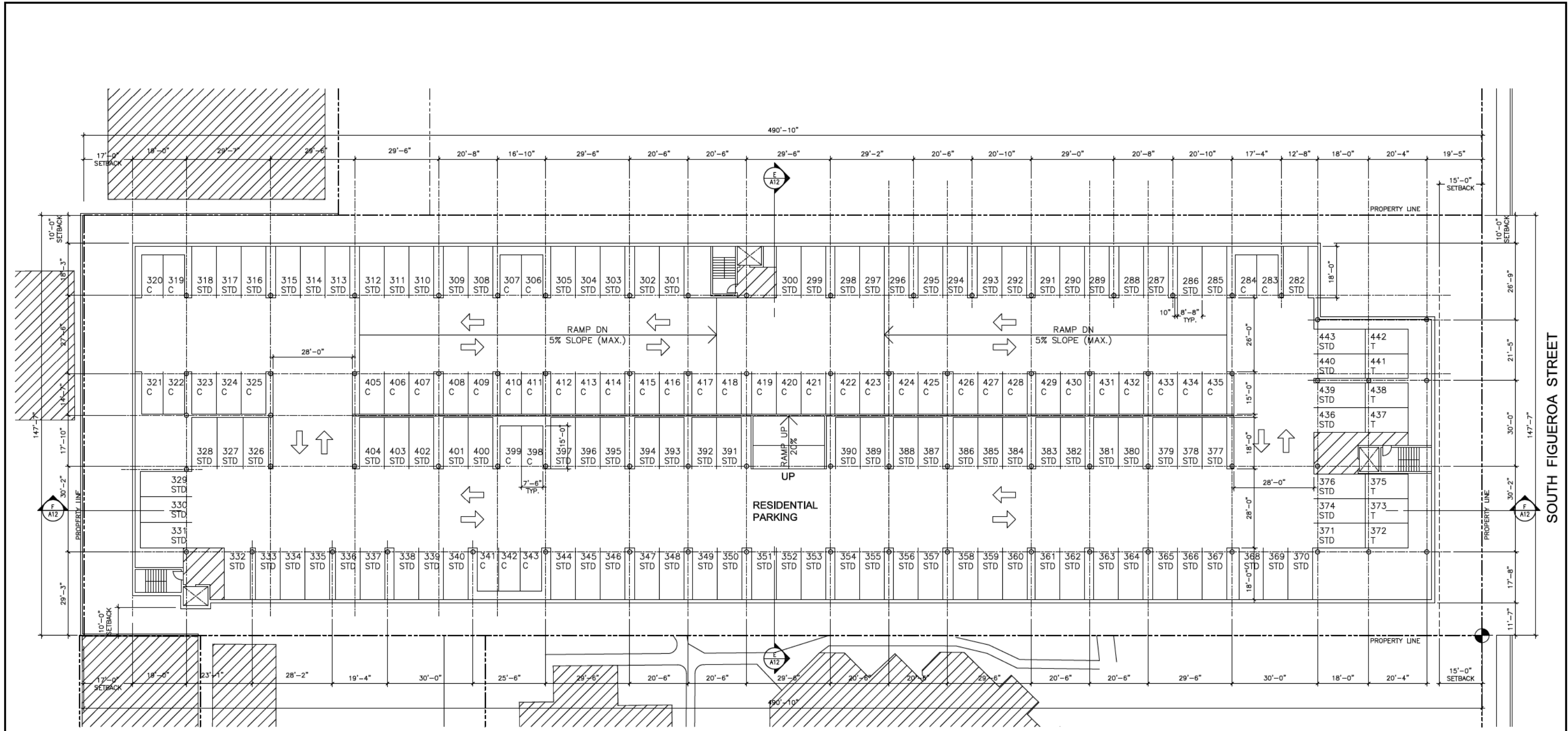




SOURCE: Van Tilburg, Banvard and Soderbergh, AIA - July 2007

FIGURE 5

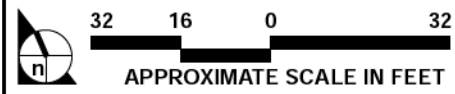
Proposed Site Plan



**P2 PARKING SUMMARY:**

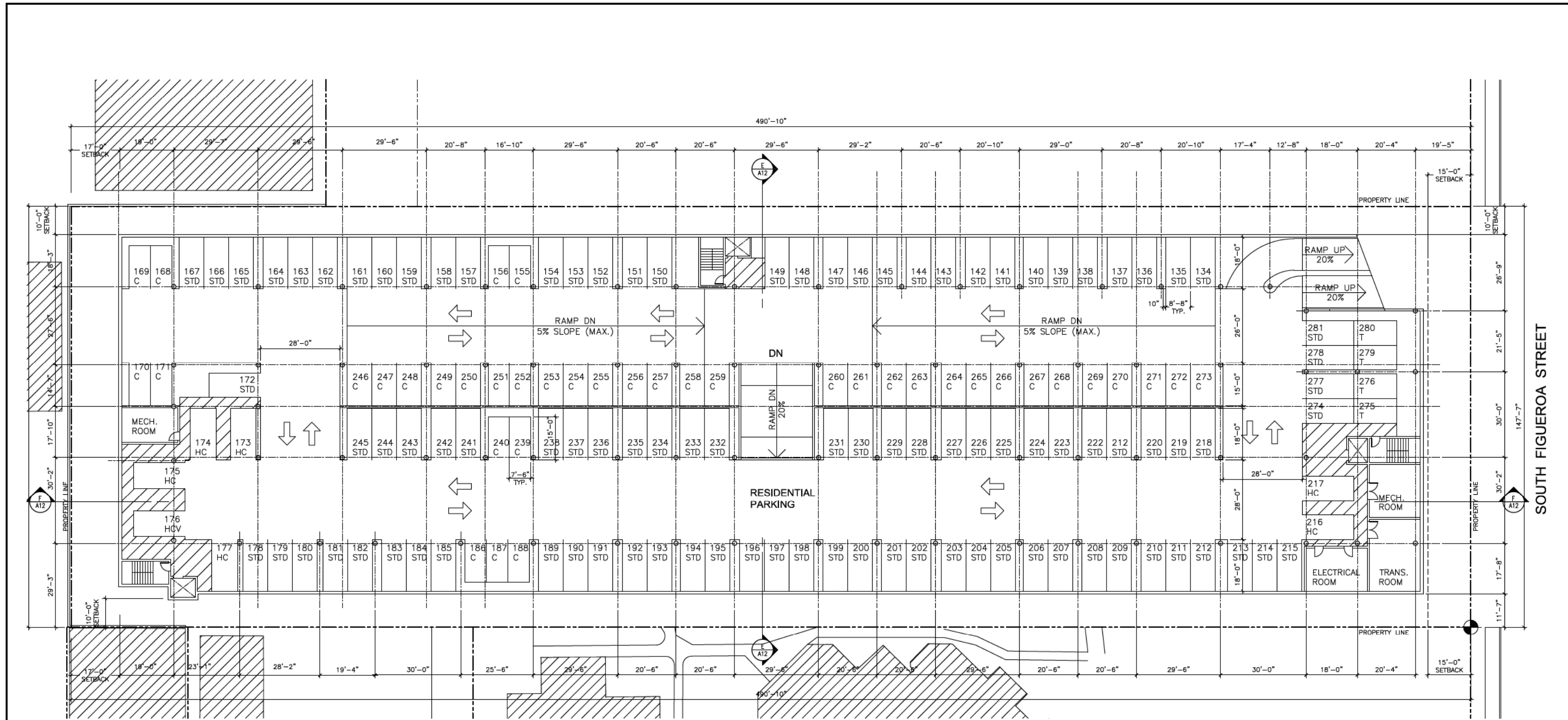
**RESIDENTIAL PARKING:**

STANDARD STALLS:	108 STALLS
COMPACT STALLS:	47 STALLS
TANDEM STALLS:	7 STALLS
<b>TOTAL STALLS PROVIDED:</b>	<b>162 STALLS</b>



SOURCE: Van Tilburg, Banvard and Soderbergh, AIA - July 2007

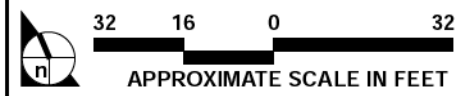




**P1 PARKING SUMMARY:**

**RESIDENTIAL PARKING:**

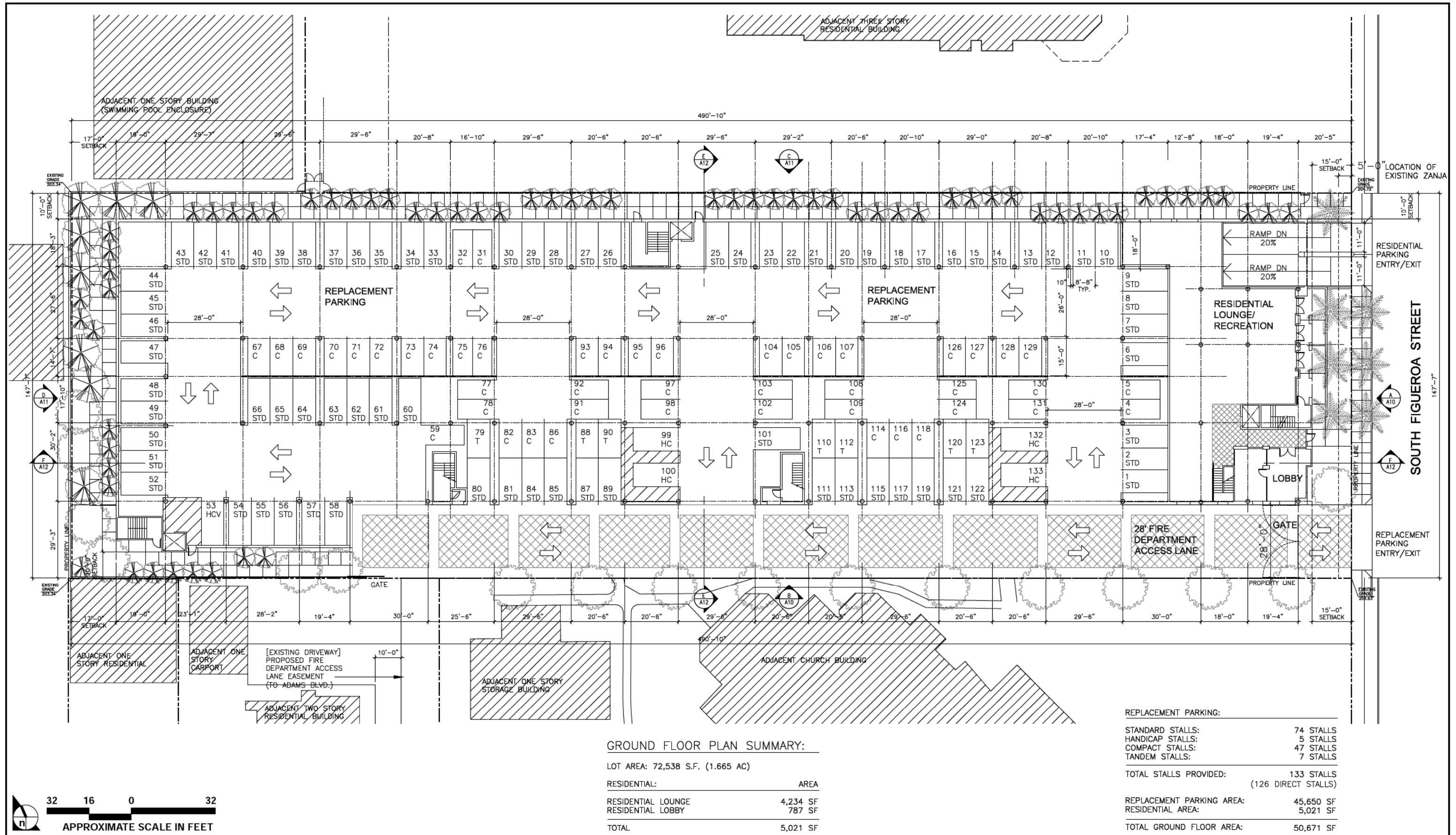
STANDARD STALLS:	98 STALLS
HANDICAP STALLS:	7 STALLS
COMPACT STALLS:	39 STALLS
TANDEM STALLS:	4 STALLS
<b>TOTAL STALLS PROVIDED:</b>	<b>148 STALLS</b>



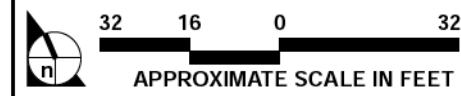
SOURCE: Van Tilburg, Banvard and Soderbergh, AIA - July 2007

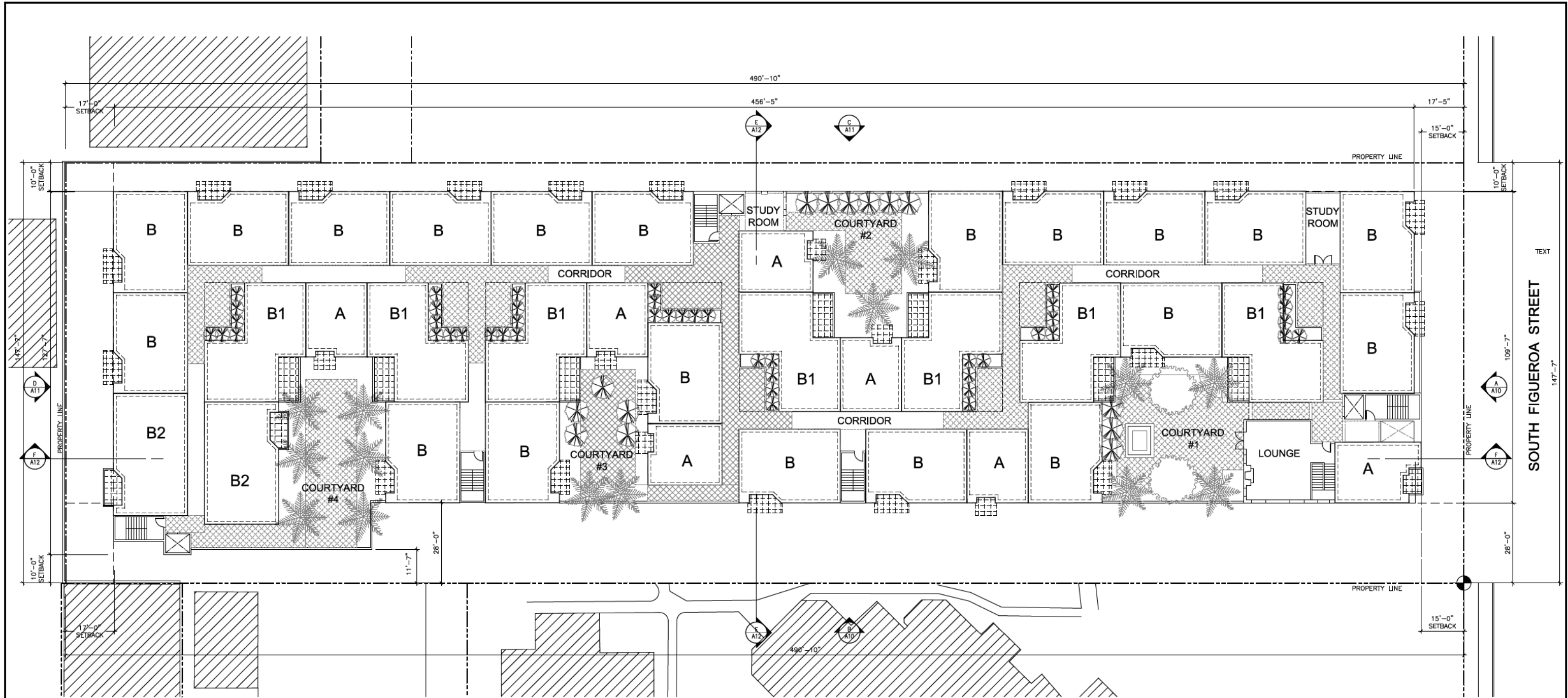
FIGURE 7

P1 Subterranean Parking Level Plan



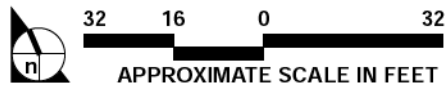
SOURCE: Van Tilburg, Banvard and Soderbergh, AIA - July 2007



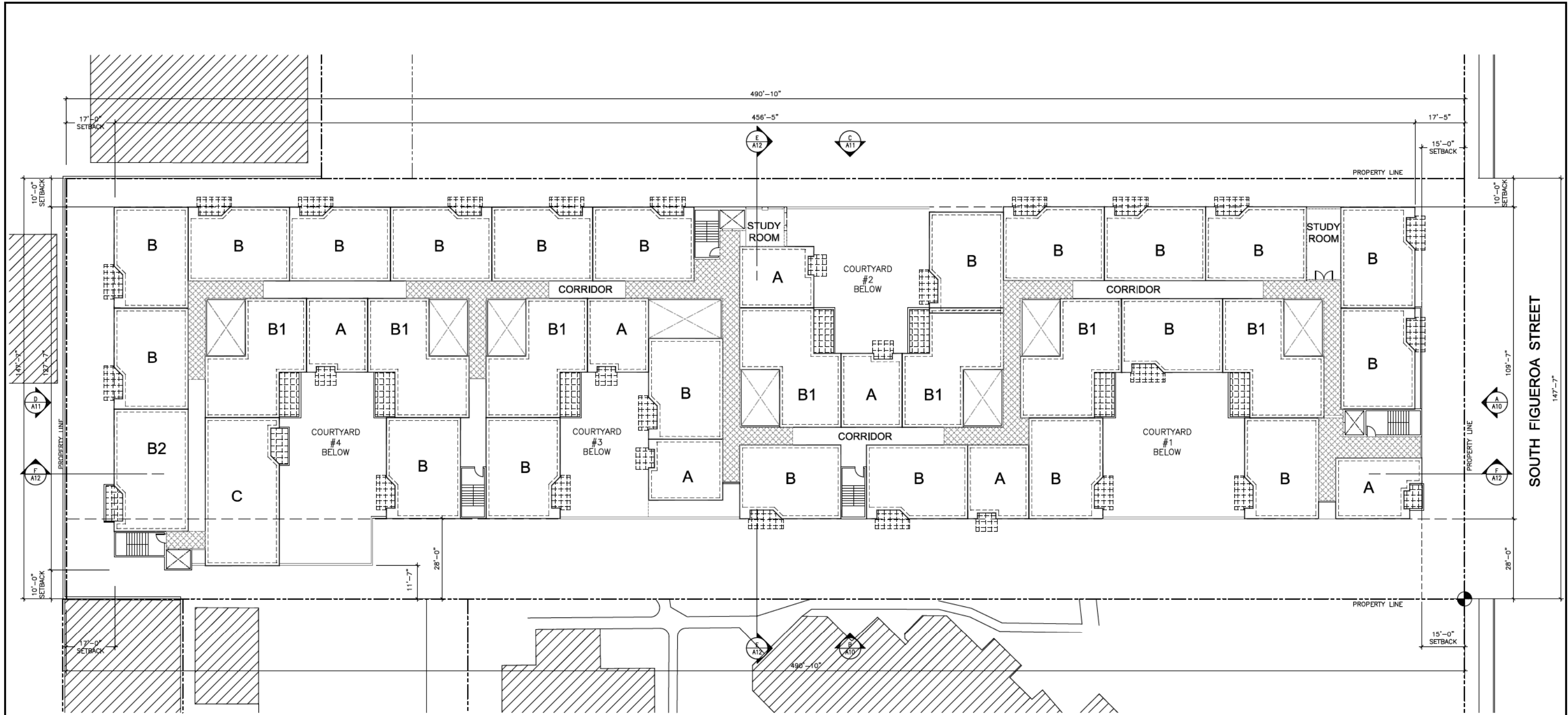


SECOND FLOOR PLAN UNIT SUMMARY:

A' UNIT	(546 SF)	(1 BD.RM.)	7	3,822 SF
B' UNIT	(894 SF)	(2 BD.RM.)	20	17,880 SF
B1' UNIT	(1,054 SF)	(2 BD.RM.)	7	7,378 SF
B2' UNIT	(1,085 SF)	(2 BD.RM.)	2	2,170 SF
<b>TOTAL:</b>			<b>36</b>	<b>31,250 SF</b>
CORRIDORS:				5,056 SF
LOUNGE:				787 SF
STUDY ROOMS:				500 SF
<b>TOTAL:</b>				<b>37,593 SF</b>
LANDSCAPE AREA:				12,058 SF
<b>TOTAL PODIUM LEVEL AREA:</b>				<b>49,651 SF</b>

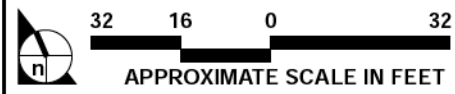


SOURCE: Van Tilburg, Banvard and Soderbergh, AIA - July 2007



**THIRD FLOOR PLAN UNIT SUMMARY:**

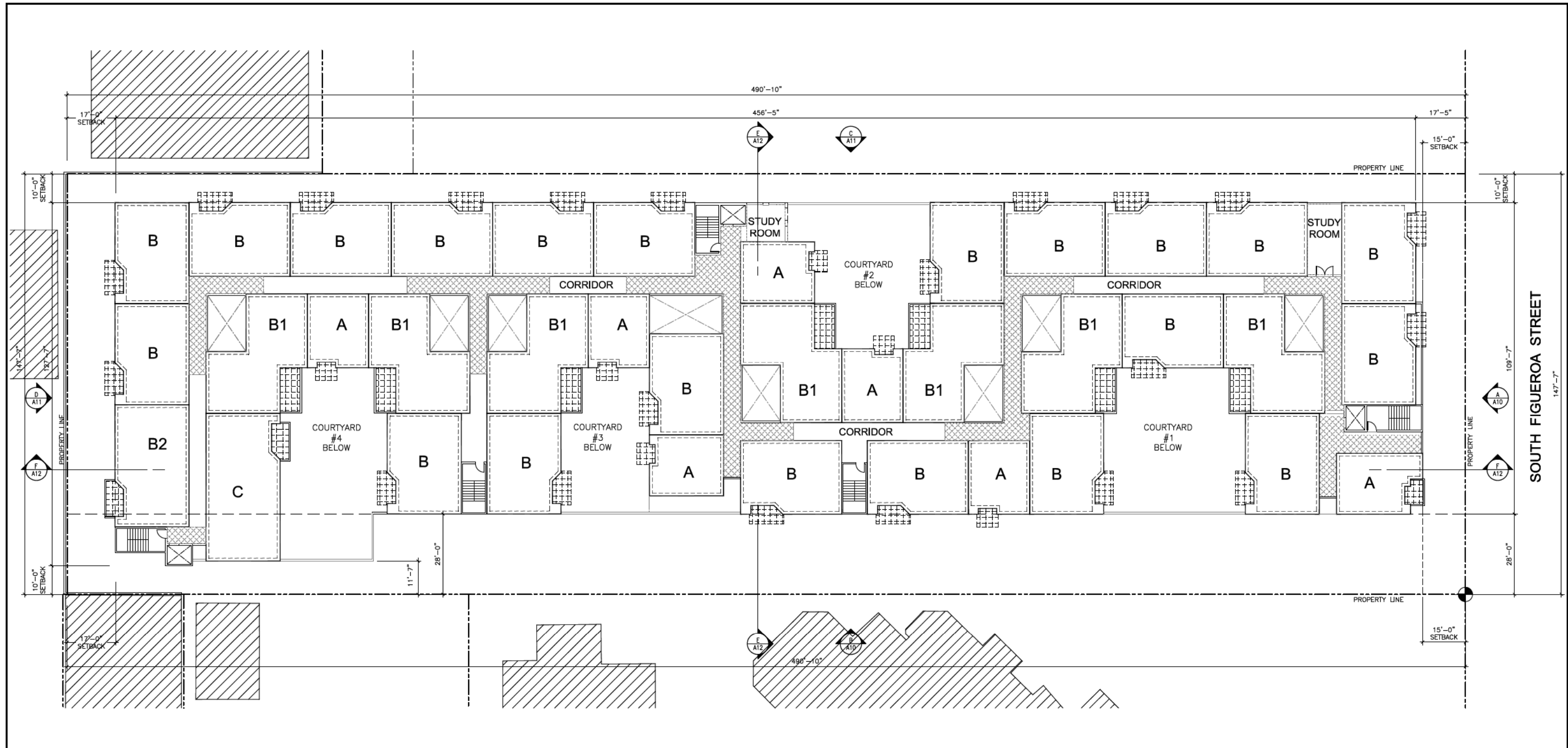
A' UNIT	(546 SF)	(1 BD.RM.)	7	3,822 SF
B' UNIT	(894 SF)	(2 BD.RM.)	21	18,774 SF
B1' UNIT	(1,054 SF)	(2 BD.RM.)	7	7,378 SF
B2' UNIT	(1,085 SF)	(2 BD.RM.)	1	1,085 SF
C' UNIT	(1,300 SF)	(3 BD.RM.)	1	1,300 SF
<b>TOTAL:</b>			<b>37</b>	<b>32,359 SF</b>
CORRIDORS:				4,940 SF
STUDY ROOMS:				500 SF
<b>TOTAL:</b>				<b>37,799 SF</b>



SOURCE: Van Tilburg, Banvard and Soderbergh, AIA - July 2007

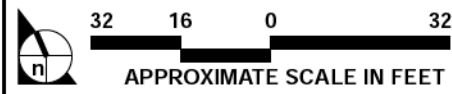
FIGURE 10

Third Floor Plan



**FOURTH FLOOR PLAN UNIT SUMMARY:**

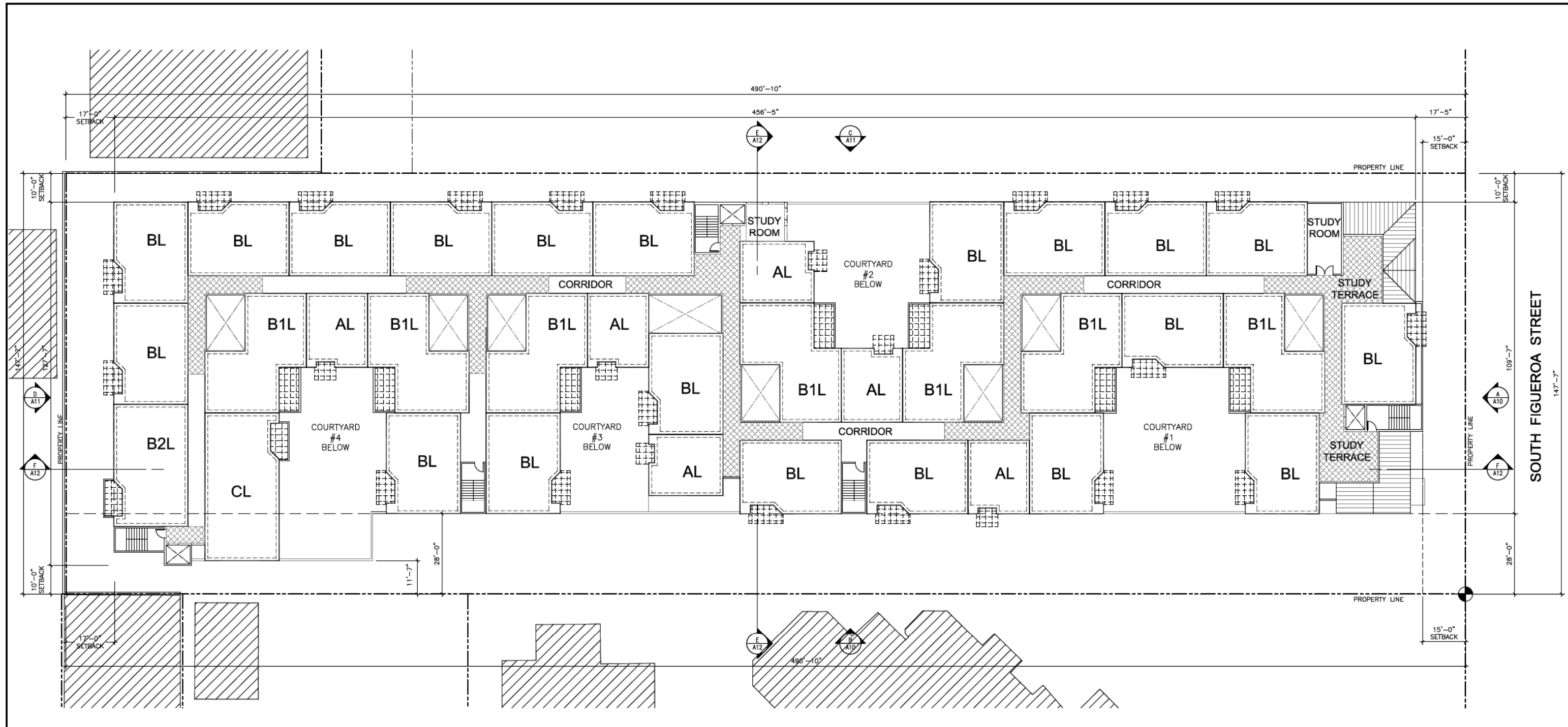
A' UNIT	(546 SF)	(1 BD.RM.)	7	3,822 SF
B' UNIT	(894 SF)	(2 BD.RM.)	21	18,774 SF
B1' UNIT	(1,054 SF)	(2 BD.RM.)	7	7,378 SF
B2' UNIT	(1,085 SF)	(2 BD.RM.)	1	1,085 SF
C' UNIT	(1,300 SF)	(3 BD.RM.)	1	1,300 SF
<b>TOTAL:</b>			<b>37</b>	<b>32,359 SF</b>
CORRIDORS:				4,940 SF
STUDY ROOMS:				500 SF
<b>TOTAL:</b>				<b>37,799 SF</b>



SOURCE: Van Tilburg, Banvard and Soderbergh, AIA - July 2007

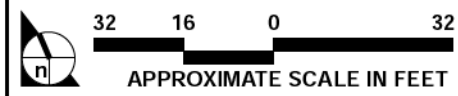
FIGURE 11

Fourth Floor Plan



**FIFTH FLOOR PLAN UNIT SUMMARY:**

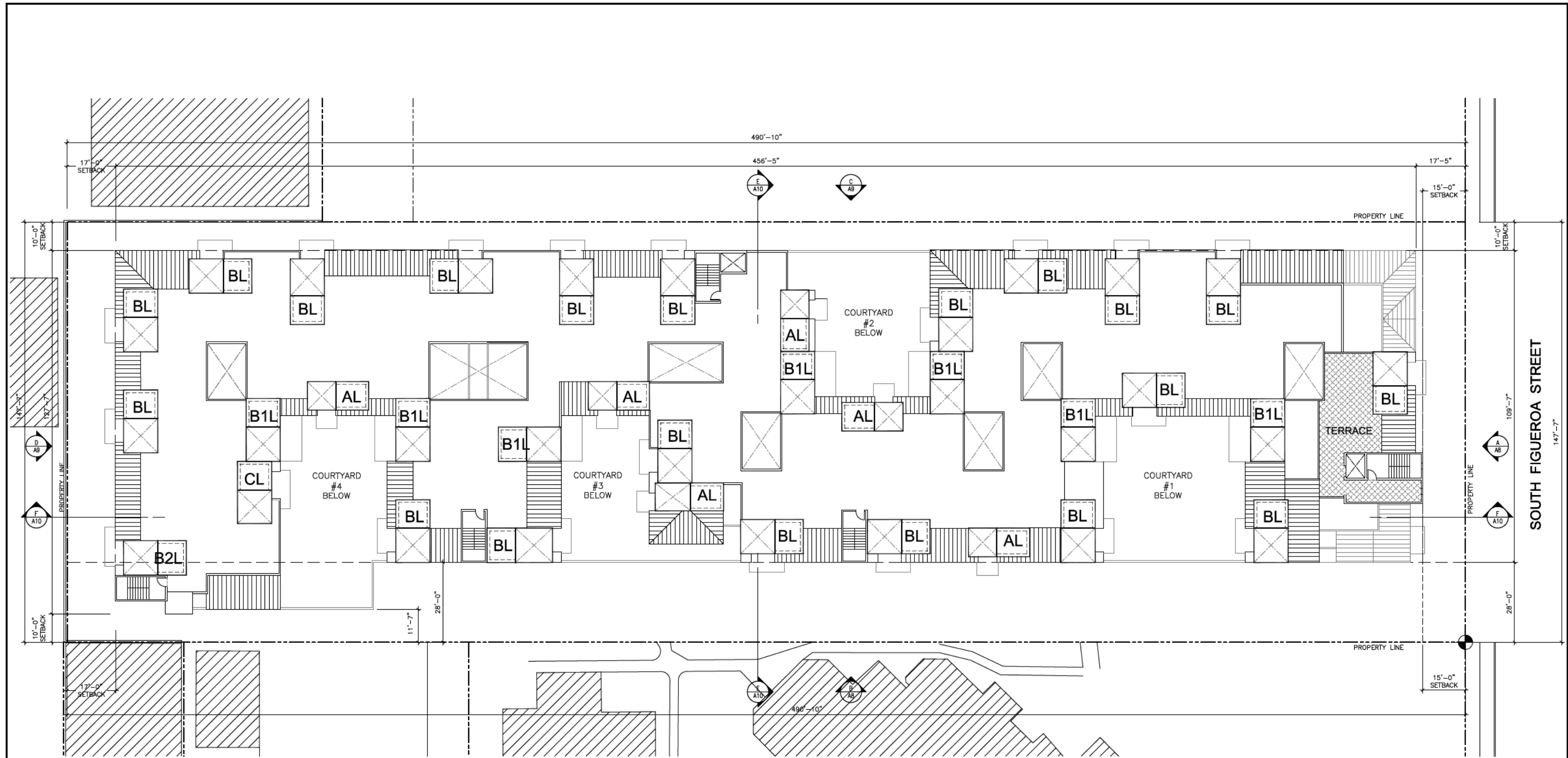
'AL' UNIT (646 SF)	(1 BD.RM./LOFT)	6	3,876 SF
'BL' UNIT (1,015 SF)	(2 BD.RM./LOFT)	20	20,300 SF
'B1L' UNIT (1,175 SF)	(2 BD.RM./LOFT)	7	8,225 SF
'B2L' UNIT (1,220 SF)	(2 BD.RM./LOFT)	1	1,220 SF
'CL' UNIT (1,420 SF)	(3 BD.RM./LOFT)	1	1,420 SF
<b>TOTAL:</b>		<b>35</b>	<b>35,041 SF</b>
CORRIDORS:			5,362 SF
STUDY ROOMS:			500 SF
<b>TOTAL:</b>			<b>34,903 SF</b>



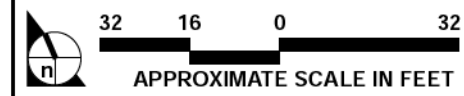
SOURCE: Van Tilburg, Banvard and Soderbergh, AIA - July 2007

FIGURE 12

Fifth Floor Plan



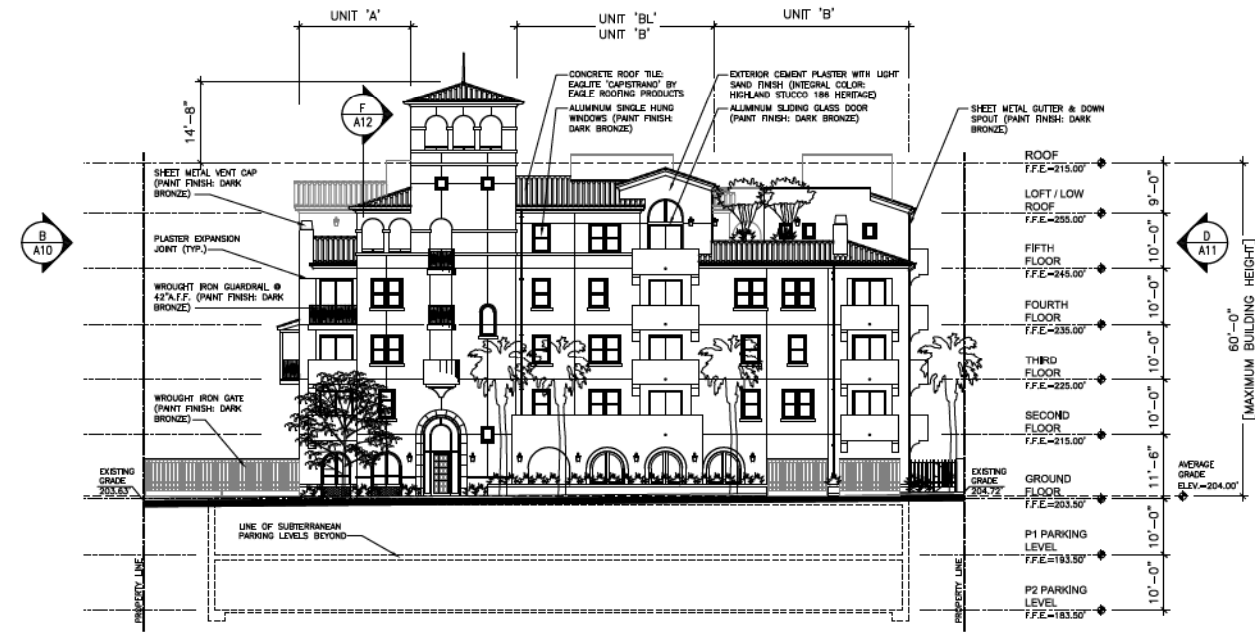
ROOF / LOFT SUMMARY:  
 ROOF TERRACE: 820 SF



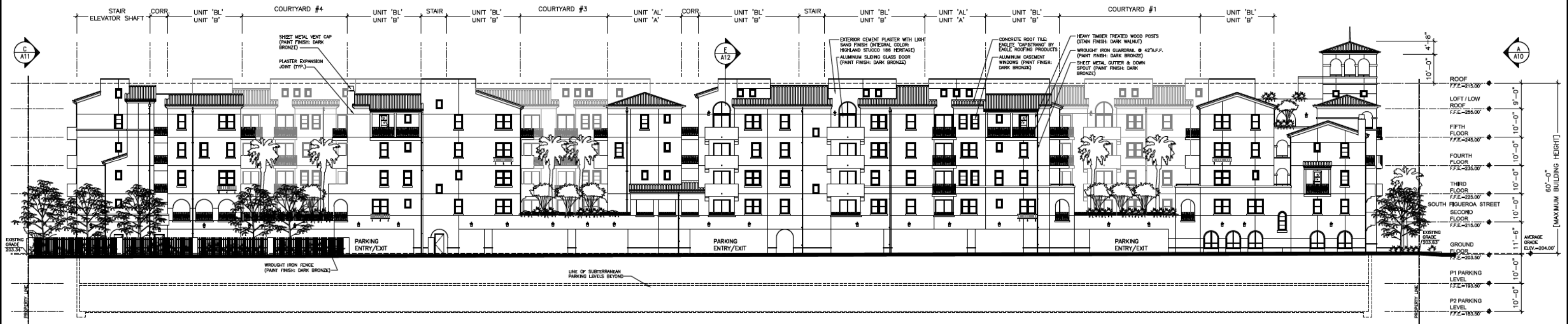
SOURCE: Van Tilburg, Banvard and Soderbergh, AIA - July 2007

FIGURE 13

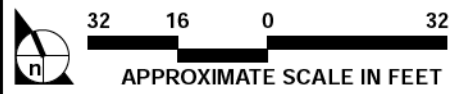
Roof / Loft Plan



**A EAST ELEVATION (South Figueroa Street)**  
SCALE: 1/16"=1'-0"

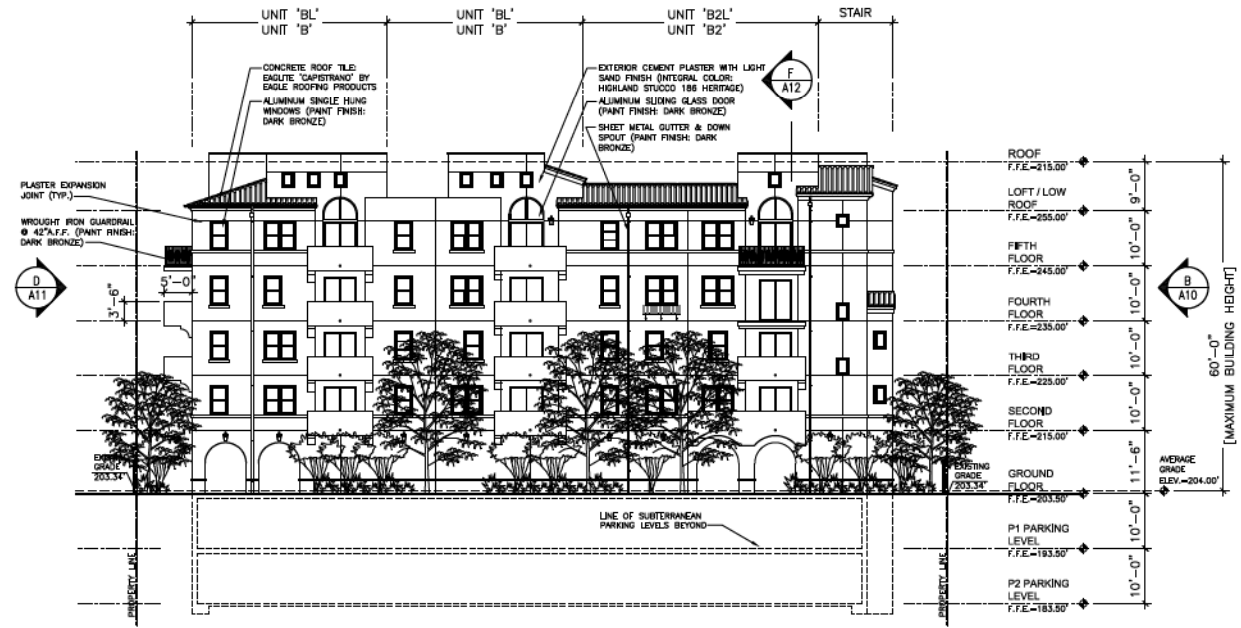


**B SOUTH ELEVATION**  
SCALE: 1/16"=1'-0"

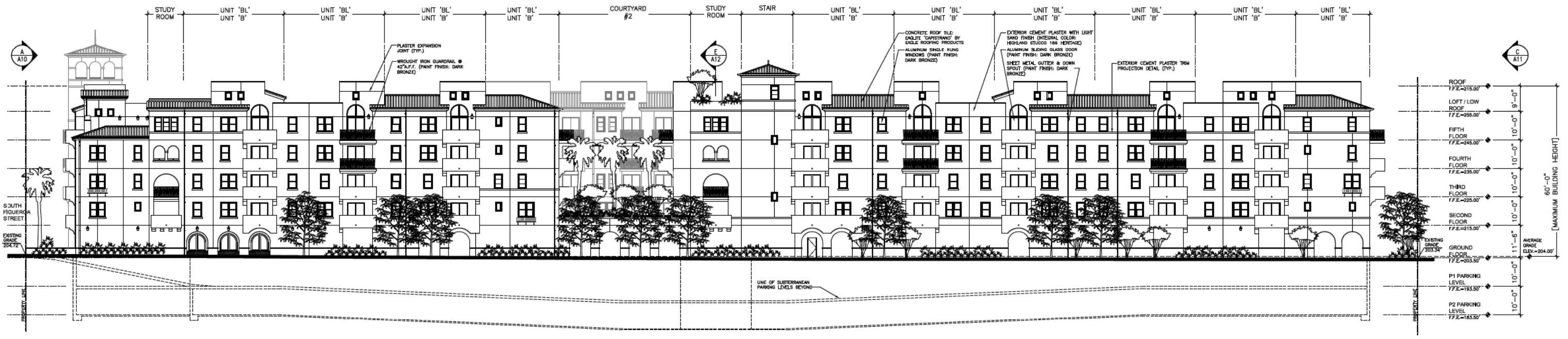


SOURCE: Van Tilburg, Banvard and Soderbergh, AIA - July 2007

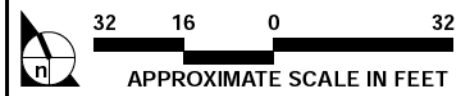




**C WEST ELEVATION**  
SCALE: 1/16"=1'-0"

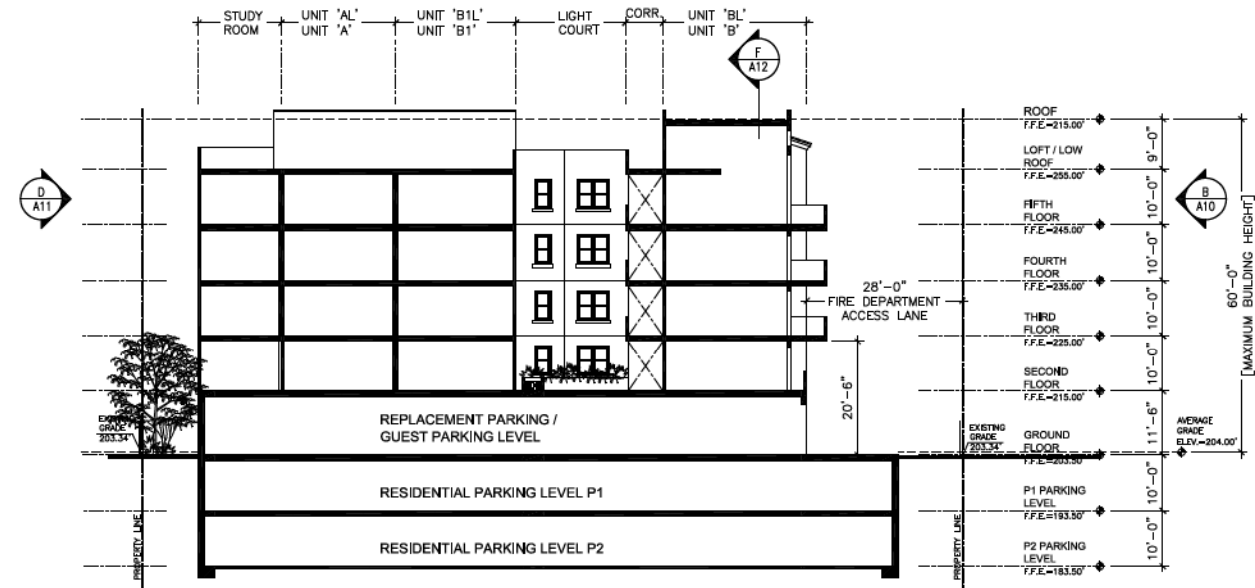


**D NORTH ELEVATION**  
SCALE: 1/16"=1'-0"

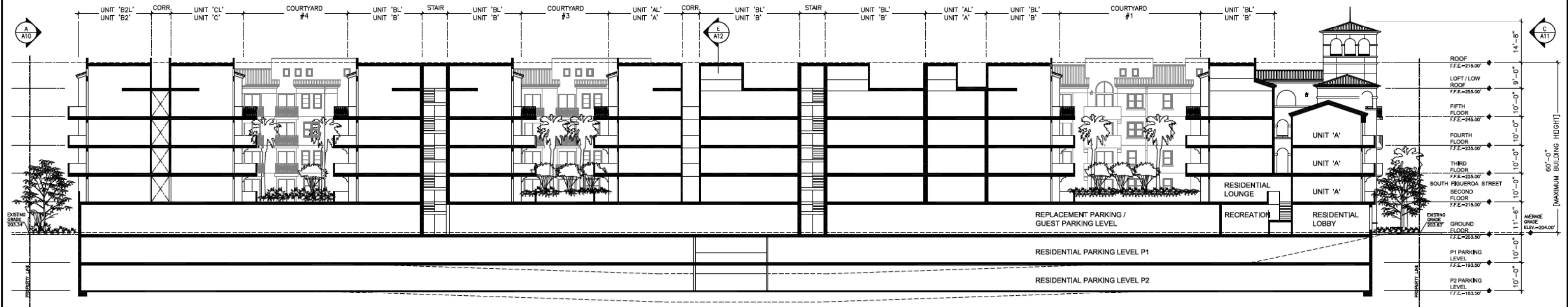


APPROXIMATE SCALE IN FEET

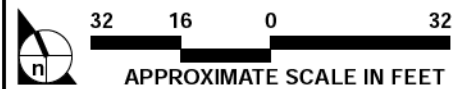
SOURCE: Van Tilburg, Banvard and Soderbergh, AIA - July 2007



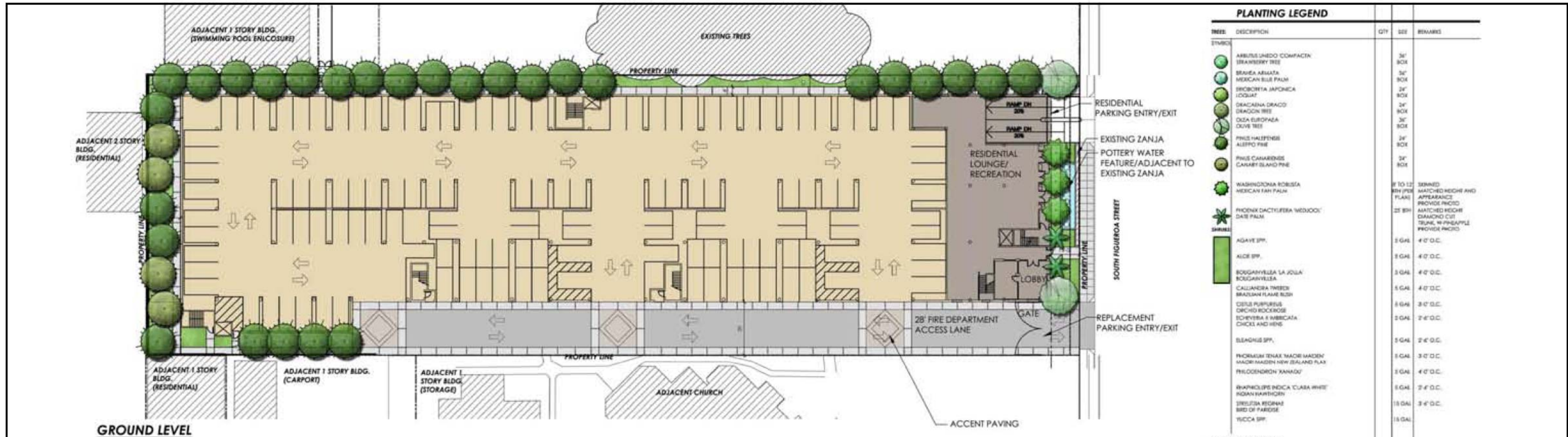
**E BUILDING SECTION**  
SCALE: 1/16"=1'-0"



**F BUILDING SECTION**  
SCALE: 1/16"=1'-0"



SOURCE: Van Tilburg, Banvard and Soderbergh, AIA - July 2007



PLANTING LEGEND			
TREES	DESCRIPTION	QTY	REMARKS
[Symbol]	ARBUS UNICO COMPACTA	36'	
[Symbol]	BRAMBLEY TREE	30'	
[Symbol]	BRABEA AMATA	30'	
[Symbol]	MEXICAN BLUE PALM	30'	
[Symbol]	BROBORTA JAPONICA	24'	
[Symbol]	LOQUAT	30'	
[Symbol]	ORACARIA DRACO	24'	
[Symbol]	DRAGON TREE	30'	
[Symbol]	OLCA EUROPAEA	30'	
[Symbol]	OLIVE TREE	30'	
[Symbol]	PNUS HALLENBIS	24'	
[Symbol]	ALFEDO PINE	30'	
[Symbol]	PNUS CANARIENSIS	24'	
[Symbol]	CANARY ISLAND PINE	30'	
[Symbol]	WASHINGTONIA ROBUSTA	8 TO 12'	SKINNED
[Symbol]	MEXICAN FAN PALM	8 TO 12'	SKINNED
[Symbol]	PHOENIX DACTYLISERA MEDJOUKI	22'	SKINNED
[Symbol]	DATIS PALM	22'	SKINNED
[Symbol]	AGAVE SPP.	1 GAL	4'0" O.C.
[Symbol]	ALICE SPP.	1 GAL	4'0" O.C.
[Symbol]	BOUGAINVILLEA LA JOLLA	1 GAL	4'0" O.C.
[Symbol]	BOUGAINVILLEA	1 GAL	4'0" O.C.
[Symbol]	CALLIPHEBA THREX	1 GAL	4'0" O.C.
[Symbol]	BRAZILIAN FLAME BUSH	1 GAL	4'0" O.C.
[Symbol]	CERUS PURPUREUS	1 GAL	3'0" O.C.
[Symbol]	ORCHID ROCKROSE	1 GAL	3'0" O.C.
[Symbol]	SCHEFFERA S. IMBICATA	1 GAL	2'4" O.C.
[Symbol]	CHICK AND HENS	1 GAL	2'4" O.C.
[Symbol]	BLEADING SPP.	1 GAL	2'4" O.C.
[Symbol]	PHORMIUM THAL. MACRO MADDEN	1 GAL	3'0" O.C.
[Symbol]	MAORI HAZEL NEW ZEALAND FLAX	1 GAL	3'0" O.C.
[Symbol]	PHILODENDRON KANADU	1 GAL	4'0" O.C.
[Symbol]	RHAPHIDOPSE INDICA 'CLARA WHITE'	1 GAL	2'4" O.C.
[Symbol]	INDIAN HAWTHORN	1 GAL	2'4" O.C.
[Symbol]	IRIGLISA REFORMA	1 GAL	2'4" O.C.
[Symbol]	BIRD OF PARADISE	1 GAL	2'4" O.C.
[Symbol]	YUCCA SPP.	1 GAL	2'4" O.C.
[Symbol]	BOUGAINVILLEA BARBARA KASST	1 GAL	
[Symbol]	BOUGAINVILLEA	1 GAL	
[Symbol]	SEDUM SPP.	1 GAL	
[Symbol]	URIOPE GIGANTEA	1 GAL	
[Symbol]	ULY TURF	1 GAL	
[Symbol]	DISCHIDIA BICOLORATA	1 GAL	
[Symbol]	BLOOD RED TRUMPET VINE	1 GAL	

- GENERAL PLANTING NOTES:**
- CONTRACTOR TO PROVIDE BID ALTERNATE USING D.L. CUNNINGHAM FOR ALL PLANT MATERIAL.
  - CONTRACTOR TO PROVIDE PHOTOS OF ALL PLANT MATERIAL FOR APPROVAL BY OWNER AND LANDSCAPE ARCHITECT.
  - CONTRACTOR TO VERIFY ALL CONDITIONS IN FIELD PRIOR TO BIDDING.
  - CONTRACTOR RESPONSIBLE FOR DETERMINATION OF TOTAL PLANT QUANTITIES.
  - FOR ALL SHRUB AND GROUND COVER AREAS APPLY 1/2" - 2" LAYER OF FOREST FLOOR BARK MULCH PER AGRIUNAGA FERTILIZER COMPANY OR APPROVED EQUAL. CONTRACTOR SHALL SUBMIT SAMPLE TO LANDSCAPE ARCHITECT FOR APPROVAL.
  - CONTRACTOR TO REPAIR AND REFURBISH EXISTING IRRIGATION SYSTEM AS NECESSARY TO PROVIDE HEAD TO HEAD COVERAGE ALL PLANTING AREAS. VERIFY EXACT CONDITION IN FIELD.
  - FOR ALL TREE, SHRUB, GROUND COVER AND VINE PLANTING, REFER TO DETAIL SHEET LXXX.
  - 
  - REPLACE ALL TURF OR SHRUBS DAMAGED DURING TREE REMOVAL.

**LEGAL DESCRIPTION**

All that certain real property situated in the County of Los Angeles, State of California, described as follows:

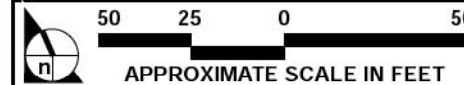
Parcel 1:

That portion of Lot 8 in Block 17 of Hancock's Survey, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 2, Pages 118 and 119 of Miscellaneous Records, in the Office of the County Recorder of said County, described as follows:

Beginning of a point in the northwesterly line of Figueroa Street, 99 feet wide, about thereon north 28° 01' 30" East, 254.61 feet, from the point of intersection of said northwesterly line of Figueroa Street, with the northwesterly line of Adams Boulevard, 82.30 feet wide, as said point of intersection is shown in City Engineer's Field Book 13622, Page 27; thence, along said northwesterly line of Figueroa Street, north 28° 01' 30" East, 147.80 feet, to the most southerly corner of the land described in Parcel No. 12 of the deed to Johnson Company, recorded as Instrument No. 1281, on December 20, 1922, in Book 1794, Page 37, Official Records, of said County, said corner being south 38° 01' 30" West, 145.95 feet, from the most southerly corner of tract No. 2486, as per map recorded in Book 32, Page 67 of Maps, Records of said County; thence, along the northwesterly line of said land, described in said Parcel No. 12, north 62° 02' 12" West, 401.11 feet, to an angle point in the southeasterly line of Lot "A" of tract No. 2751, as per map recorded in Book 28, Page 93 of Maps, records of said County; thence, along the boundary line of said Lot "A", north 62° 04' 02" West, 89.89 feet, to an angle point in said southeasterly line of Lot "A"; thence, along said southeasterly line, south 27° 57' 02" West, 147.82 feet, to the most northerly corner of Lot "A" of the same tract, as per map recorded in Book 7, Page 137 of Maps, Records of said County; thence, along the northwesterly line, and its southeasterly prolongation of said lot mentioned in Lot "A", and along the southeasterly line of said land, described in aforementioned Parcel No. 15, south 42° 02' 42" East, 490.60 feet, to the point of beginning.

Parcel 2:

An easement appurtenant to Parcel 1 above described for Emergency Driveway, over and across the southeasterly 28.00 feet of Lot "C" of the Miner tract, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 22 Page 28 of Maps, in the Office of the County Recorder of said County.



SOURCE: Van Tilburg, Banvard and Soderbergh, AIA - July 2007

FIGURE 17

---

**Parking and Access**

A total of 443 parking spaces would be provided for project residents and church parishioners on three levels, including two subterranean levels and one at-grade level. Of this total, 310 spaces would be reserved for residents of the building in the subterranean levels. The entry/exit for subterranean resident parking would be located off Figueroa Street near the northern property boundary. An approximately 28-foot side-yard/fire department access lane would be provided along the southern edge of the Project, with the church parking driveway located adjacent to the north side of the access lane. An existing easement, currently ten feet wide, is proposed to be widened to approximately 24.5-foot-wide and paved to provide secondary emergency access road to the rear of the Project site from Adams Boulevard.

The remaining 133 spaces would occupy the at-grade parking level. Of the 133 spaces, 125 spaces would be reserved for use by parishioners of St. Vincent's Church during functions and liturgical services, replacing existing surface parking. The remaining 8 spaces could be used for the project's leasing/management office. Access to resident and Church replacement parking would be gate-controlled from Figueroa Street. Additionally, one bicycle parking spot per resident would be provided in a dedicated room within the parking structure. Access to the Project site would continue to be via two full service-driveways on Figueroa Street. The driveway for the subterranean residential parking would be gated and located near the northern side of the building boundary. Church parishioners would access the Project site via a separate driveway off Figueroa Street near the southern property boundary. Pedestrian access between the Church parking/fire access lane and adjacent St. Vincent's Church property would be provided as part of the Project from any of five entry/exit points along the fire access lane along the southern edge of the Project site.

**Landscaping**

The schematic landscaping plan is shown in **Figure 17**. The project proposes trees and other landscaping intended to ensure compatibility with the adjacent land uses to the north and south. Landscaping would shield the nonresidential (Church) parking component from view from Figueroa Street and from the convent to the north and Church to the south. The project site's Figueroa Street frontage would be landscaped and street trees provided in a manner intended to be complementary of existing landscaping on adjacent properties to the north and south. The four courtyards would also be landscaped.

**Construction Characteristics**

Project construction would take place in three phases: site clearing, grading, and construction. No buildings or structures exist on the project site that require demolition. Construction is anticipated to start in May 2010 with project buildout planned for July 2012 and occupancy in August 2012.

**Entitlements Requested**

The proposed residential use is consistent with the General Plan and current zoning. The proposed project includes a request for a Conditional Use Permit pursuant to Los Angeles Municipal Code (LAMC) 12.24.W.37 to continue to allow public parking in an R Zone for the Church replacement at grade parking component of the project, Site Plan Review Findings pursuant to LAMC 16.05.D.2 for residential uses with more than 50 units haul route approval, and other approvals as necessary.

---

**ENVIRONMENTAL SETTING:**

The majority of the project site is currently a paved, lighted surface parking lot used by parishioners and employees of the adjacent St. Vincent de Paul Roman Catholic Church (St. Vincent’s Church), with a small, private gated garden occupying the rear, western end of the site. Vehicular and pedestrian site access is provided along the Figueroa Street frontage and a pedestrian walkway links the site to the Church property to the south. A 28-foot-wide easement on the Church property extends from the western portion of the project site to Adams Boulevard. Existing vegetation on the project site includes the landscaped Figueroa Street setback, scattered mature trees lining the northern and southern property boundaries, and trees, shrubs and lawn at the west end of the site.

The project site is bordered on the north by the Sisters of St. Joseph Convent, affiliated with Mount St. Mary’s College, and, north of the Convent, a Catholic private elementary school; on the south by St. Vincent’s Church; on the east by Figueroa Street and, east of Figueroa Street, two commercial shopping centers; and on the west by the 20-acre Doheny Campus of Mount Saint Mary’s College.

**PROJECT LOCATION**

The 1.67-acre property is located at 2455 S. Figueroa Street, north of W. Adams Boulevard, at the eastern boundary of the South Los Angeles community of the City of Los Angeles, as shown in **Figure 1** and **Figure 2**. The project site and surrounding land uses are shown in **Figure 3**. The project site is located in the North University Park neighborhood, immediately east of the Doheny Campus of Mount St. Mary’s College. Regional access is provided to the project site from the Harbor (I-110) Freeway, one block to the east, and the Santa Monica (I-10) Freeway, 0.66 mile to the north. Local access to the project site is provided via Adams Boulevard and S. Figueroa Street, both designated Major Highways. Primary access to the project site would continue to be from S. Figueroa Street.

<b>PLANNING DISTRICT</b> 1. South Los Angeles Community Plan Area 2. South Los Angeles Alcohol Sales Specific Plan (not applicable as the project is not a commercial use and will not sell alcohol for on- or off-site consumption)		<b>STATUS:</b> <input checked="" type="checkbox"/> <b>PRELIMINARY</b> <input type="checkbox"/> <b>PROPOSED</b> _____ <input type="checkbox"/> <b>ADOPTED</b> _____ <b>date</b>
<b>EXISTING ZONING</b> High Medium Residential [Q]R4-1-0	<b>MAX. DENSITY ZONING</b> 56 to 109 units per acre	<input checked="" type="checkbox"/> <b>DOES CONFORM TO PLAN</b>  <input type="checkbox"/> <b>DOES NOT CONFORM TO PLAN</b>  <input type="checkbox"/> <b>NO DISTRICT PLAN</b>
<b>PLANNED LAND USE AND ZONE</b> High Medium Residential [Q]R4-1-0 (No change)	<b>MAX. DENSITY PLAN</b> 56 to 109 units per acre	
<b>SURROUNDING LAND USES</b> Residential, commercial, institutional (college, elementary school, convent),	<b>PROJECT DENSITY</b> 87 units per acre	

---

**DETERMINATION (To be completed by Lead Agency)**

---

**On the basis of this initial evaluation:**

---

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

---

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

---

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

---

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

---

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

---

<hr/> <b>SIGNATURE</b>	<hr/> <b>TITLE</b>
------------------------	--------------------

---

## 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:
  - 1) Earlier Analysis Used. Identify and state where they are available for review.
  - 2) 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.
  - 3) 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:
  - 1) The significance criteria or threshold, if any, used to evaluate each question; and
  - 2) 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 checked="" type="checkbox"/> Aesthetics	<input checked="" type="checkbox"/> Hazards and Hazardous Materials	<input checked="" type="checkbox"/> Public Services
<input type="checkbox"/> Agricultural Resources	<input checked="" type="checkbox"/> Hydrology/Water Quality	<input type="checkbox"/> Recreation
<input checked="" type="checkbox"/> Air Quality	<input checked="" type="checkbox"/> Land Use/Planning	<input checked="" type="checkbox"/> Transportation/Traffic
<input checked="" type="checkbox"/> Biological Resources	<input type="checkbox"/> Mineral Resources	<input checked="" type="checkbox"/> Utilities/Service Systems
<input checked="" type="checkbox"/> Cultural Resources	<input checked="" type="checkbox"/> Noise	<input checked="" type="checkbox"/> Mandatory Findings of Significance
<input checked="" type="checkbox"/> Geology/Soils	<input checked="" type="checkbox"/> Population/Housing	

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

 <b>BACKGROUND</b>	
<b>PROPONENT NAME</b> Contact Person: Joe Flanagan Red Oak Investments	<b>PHONE NUMBER</b> (949) 733-2000
<b>PROPONENT ADDRESS</b> 2101 Business Center Drive, Suite 230, Irvine, CA 92612	
<b>AGENCY REQUIRING CHECKLIST</b> City of Los Angeles, Department of City Planning	<b>DATE SUBMITTED</b>
<b>PROPOSAL NAME (If Applicable)</b> 2455 S. Figueroa Apartments and Replacement Parking	

 <b>ENVIRONMENTAL IMPACTS</b>	(Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)
--	--

<b>I. AESTHETICS.</b> Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>II. AGRICULTURAL RESOURCES.</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict the existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p><b>III. AIR QUALITY.</b> The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:</p>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>a. Conflict with or obstruct implementation of the SCAQMD or Congestion Management Plan?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is nonattainment (ozone, carbon monoxide, and PM<sub>10</sub>) under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)??</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>d. Expose sensitive receptors to substantial pollutant concentrations?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>e. Create objectionable odors affecting a substantial number of people?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>IV. BIOLOGICAL RESOURCES.</b> Would the project:</p>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>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?</p>	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>
<b>V. CULTURAL RESOURCES:</b> Would the project:				
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5?	<input checked="" type="checkbox"/>	<input 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"/>
<b>VI. GEOLOGY AND SOILS.</b> Would the project:				
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>
<b>VII. HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 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 2 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 checked="" type="checkbox"/>	<input 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"/>
<b>VIII. HYDROLOGY AND WATER QUALITY. Would the project:</b>		Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 preexisting 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood plain 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>IX. LAND USE AND PLANNING.</b> Would the project:		Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>X. MINERAL RESOURCES.</b> Would the project:		Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

XI. NOISE. Would the project result in:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<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 checked="" type="checkbox"/>	<input 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 2 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"/>
XII. POPULATION AND HOUSING. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



<p><b>XIII. PUBLIC SERVICES.</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</p> <p>a. Fire protection?</p> <p>b. Police protection?</p> <p>c. Schools?</p> <p>d. Parks?</p> <p>e. Other public facilities (libraries)?</p>	<p>Potentially Significant Impact</p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>	<p>Potentially Significant Unless Mitigation Incorporated</p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>	<p>Less Than Significant Impact</p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p>No Impact</p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>
<p><b>XIV. RECREATION.</b></p> <p>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?</p> <p>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?</p>	<p>Potentially Significant Impact</p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>	<p>Potentially Significant Unless Mitigation Incorporated</p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>	<p>Less Than Significant Impact</p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p>No Impact</p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>
<p><b>XV. TRANSPORTATION/CIRCULATION.</b> Would the project:</p> <p>a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections)?</p> <p>b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?</p>	<p>Potentially Significant Impact</p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>	<p>Potentially Significant Unless Mitigation Incorporated</p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p>Less Than Significant Impact</p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>	<p>No Impact</p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>

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 type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>XVI. UTILITIES.</b> Would the project:		Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>

**XVII. MANDATORY FINDINGS OF SIGNIFICANCE.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>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?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>b. Does the project have impacts which are individually limited, but cumulatively considerable?</p> <p>("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).</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



**DISCUSSION OF THE ENVIRONMENTAL EVALUATION** (Attach additional sheets if necessary)

PREPARED BY	TITLE	TELEPHONE #	DATE

**I. AESTHETICS**

Would the project:

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

**Potentially Significant Unless Mitigation Incorporated.** The project is located in the South Los Angeles District of the City of Los Angeles, approximately 0.15 mile west of I-110 and approximately 0.5 mile south of I-10. The skyline of downtown Los Angeles forms a panoramic vista visible from numerous vantage points in the surrounding region. The Scenic Highway Plan, an element of the City of Los Angeles General Plan that was adopted in 1978, designates portions of I-110 in the vicinity of the project site as a Scenic Highway due to the availability of skyline views. Located adjacent to the south side of the property is the St. Vincent de Paul Roman Catholic Church (St. Vincent’s), a City of Los Angeles Historic Monument, which is visible from I-110. The proposed project would be developed consistent with the allowable densities for height and density along the Figueroa Corridor. The project would introduce a new building on Figueroa Street north of West Adams Boulevard that could alter the visual characteristics of the skyline. Therefore, it is recommended this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary. Refer to **Section V., Cultural Resources** for additional discussion of historic resources. As discussed therein, a survey will be performed to determine potential project impacts on historic resources adjacent to the project site.

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?*

**Potentially Significant Unless Mitigation Incorporated.** Project implementation could alter scenic resources, including historic buildings or other features in the vicinity. The proposed project does lie 0.15 mile west of a designated scenic highway, I-110. Two City of Los Angeles Cultural Historic Monuments are located adjacent to the project site: St. Vincent’s Church is located to the south and the Stimson House, occupied by the Sisters of St. Joseph Convent, is located to the north. The proposed five-story building could impact views of these historic buildings. The south sides and rear of the project site contain mature trees that could be removed. Therefore, it is recommended this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary. Refer to **Section V., Cultural Resources** for a discussion of historic resources. As discussed therein, a survey will be performed to determine potential project impacts on historic resources.

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

**Potentially Significant Unless Mitigation Incorporated.** The proposed project site contains a surface parking lot and a small garden at the rear. Redevelopment of this site would enhance the aesthetic characteristics of the site. The project would transform the site with the development of a five-story building. The building would be modified Mediterranean Revival in architectural style and would be five stories tall, or 60 feet above adjacent grade to the roofline. A decorative tower along the east (Figueroa Street) building elevation would be 15 feet taller than the building roofline, or 75 feet above adjacent grade.

In addition, the new five-story building would change the pattern of shadows cast by the sun on adjacent properties. Shade can adversely affect visual character if shadow-sensitive land uses are denied expected sunlight. As such, the project would create shadows cast on surrounding uses, including St. Vincent's Church, the Sisters of St. Joseph Convent, and the Mount Saint Mary's College, all of which are considered sensitive uses. Therefore, it is recommended this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

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

**Potentially Significant Unless Mitigation Incorporated.** Implementation of the proposed project would create approximately 159,300 square feet of new residential uses with approximately 133 at-grade parking spaces and 310 spaces in two subterranean levels. The project is located in an urban environment characterized by high levels of ambient nighttime illumination. Glare is the result of sunlight reflected off expanses of high-reflectivity surfaces. The project would create new light sources from residential units, as well as entry, accent, and security lighting. As such, light and glare from the project could potentially create daytime glare or nighttime lighting impacts. Therefore, it is recommended this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

## II. AGRICULTURAL RESOURCES

Would the project:

a. *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

**No Impact.** The project site is developed as a parking lot for the adjacent church and is located in an urbanized community. No farmland, as designated by the Farmland Mapping and Monitoring Program, exists on the project site or in the vicinity. Implementation of the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and no significant impacts on farmland would occur. No further analysis is required.

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

**No Impact.** The proposed project is currently designated for Medium to High-Density Residential land uses in the South Los Angeles Community Plan; no change in land use designation is proposed as part of the proposed project implementation. Implementation of the proposed project would not conflict with

zoning for agricultural use or a Williamson Act contract, since no agricultural resources or activities occur on the project site. No impact would occur and no further analysis is required.

*c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?*

**No Impact.** As previously stated, the project site is already developed and is located in an urban setting. For this reason, the proposed project implementation would not convert farmland to non-agricultural uses. No impact would occur and no additional analysis is required.

### III. AIR QUALITY

Would the project:

*a. Conflict with or obstruct implementation of the SCAQMD AQMP or Congestion Management Plan?*

**Potentially Significant Unless Mitigation Incorporated.** The project is located within the South Coast Air Basin, a 6,000-square-mile area encompassing all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The South Coast Air Quality Management District (SCAQMD) regulates air quality in this basin. SCAQMD's 2007 *Air Quality Management Plan* (AQMP) was prepared to accommodate growth, to reduce the high levels of pollutants within the air basin, to meet state and federal air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. Projects are generally considered consistent with the AQMP if they are consistent with the population, housing, and employment projections upon which the AQMP forecasts are based and if they implement all feasible air quality mitigation measures. As discussed in **Section XII, Population and Housing**, the population that would be generated by the proposed project has been accounted for in the South Los Angeles Community Plan. Even so, it is recommended this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

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

**Potentially Significant Unless Mitigation Incorporated.** The SCAQMD has established air quality standards for criteria pollutants within the South Coast Air Basin. The project would generate emissions of air pollutants during construction activities and as a result of project-related traffic. As required by the SCAQMD, the project impact analysis will include an assessment of the project's possible effect on local air quality, including carbon monoxide concentrations (hotspots) at congested intersections in the area. The project could result in or contribute to a violation of an air quality standard due to emissions from construction or operation. Therefore, it is recommended this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

*c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is nonattainment (ozone, carbon monoxide, and PM<sub>10</sub>) under an applicable federal or state ambient air quality standard?*

**Potentially Significant Unless Mitigation Incorporated.** The project site is located in the Los Angeles Basin, which is in nonattainment for a number of criteria air pollutants, including ozone and Respirable Particulate Matter (PM<sub>10</sub>). Construction emissions, stationary operational emissions, and vehicle emissions associated with any additional daily vehicle trips would contribute to existing air quality

violations. Because nitrogen oxide (NO<sub>x</sub>) and Reactive Organic Gases (ROGs) are precursor pollutants in the creation of ozone, these pollutants are also of interest and are, therefore, regulated. Additionally, localized significance threshold (LST) analyses, which evaluate project-specific air quality impacts in light of ambient pollutant concentrations in specific source receptor areas, are now recommended by the SCAQMD for inclusion in an EIR. Therefore, additional analysis is recommended in an EIR to determine the extent to which the project construction and operations would increase the presence of criteria pollutants CO, PM<sub>10</sub>, and Fine Particulate Matter (PM<sub>2.5</sub>), NO<sub>x</sub>, sulfur dioxide (SO<sub>2</sub>), and ROGs in the project area and Los Angeles Basin, with feasible mitigation measures incorporated as necessary.

*d. Expose sensitive receptors to substantial pollutant concentrations?*

**Potentially Significant Unless Mitigation Incorporated.** Implementation of the proposed project has the potential to expose sensitive receptors, including residences adjacent to the project site, St. Vincent's Church, the Sisters of St. Joseph Convent, Mount Saint Mary's College, and Saint Vincent's Elementary School, to pollutant concentrations in excess of allowable levels during project construction and operation. Construction activities would generate vehicle and construction equipment emissions as well as dust generation at the project site. Therefore, it is recommended that the effects of the additional proposed residential housing on the number of daily vehicle trips following the proposed project buildout be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

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

**Less Than Significant Impact.** As stated in the *SCAQMD California Environmental Quality Act (CEQA) Air Quality Handbook*, land uses typically associated with significant objectionable odors include agriculture, wastewater treatment, food processing, chemical plants, refineries, landfills, and dairies. The project consists of the construction and operation of residential units. Significant objectionable odors are not anticipated from the type of use proposed or during the construction of the project. Furthermore, the project is subject to the jurisdiction of the SCAQMD and compliance with SCAQMD's applicable rules and regulations is expected. SCAQMD Rule 402 restricts the discharge of air pollutants that cause "injury, detriment, nuisance, or annoyance to the public or that damage business or property." Therefore, impacts would be less than significant, and no further analysis of this topic is required in an EIR.

#### IV. BIOLOGICAL RESOURCES

Would the project:

- a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*
- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

**Items a. and b. Potentially Significant Unless Mitigation Incorporated.** The project site is located in an urbanized area of the City of Los Angeles and the site is currently covered with pavement and a small, private, gated garden. A tree survey was performed for the project site.<sup>1</sup> According to the tree survey, there are 45 mature trees (trunk diameters 4 inches or greater) that are located within the project site. However, these mature trees could provide habitat to nesting or migratory birds. The trees are subject to removal and other impacts, such as dust and noise during construction, as the result of proposed project implementation. The site is not known to contain any threatened, endangered, or rare species or their habitats; locally designated species or natural communities; or wildlife corridors. However, the mature trees could provide habitat to nesting or migratory birds. Migratory non-game native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit the taking of all birds and their active nests, including raptors and other migratory non-game birds, as listed under the Federal MBTA. With incorporation of **MM-BIO-1**, requiring compliance with the federal and state laws that protect native bird species, impacts would be less than significant, and no further study in this EIR was required.

MM-BIO-1: If Project activities take place during the breeding bird season, which generally runs from March 1 – August 31, and as early as February 1 for raptors, to avoid disturbance of nesting birds, nesting bird surveys and avoidance will occur. Within 30 days of ground disturbing activities associated with construction or site preparation, including grubbing, grading, or removal of trees, that takes place during the breeding bird season, the Project applicant will have a qualified biologist conduct nesting bird surveys. The purpose of the surveys will be to determine if active nests of native bird species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code are present in the construction zone or within 300 feet (500 for raptors) of the construction zone. Surveys will take place in all areas vegetated with trees, shrubs, and an understory, as birds are known to nest within each of these vegetation types. The surveys will continue on a weekly basis, with the last survey being conducted no more than three days prior to initiation of clearance or construction work. If ground-disturbing activities are delayed, then additional pre-construction surveys will be conducted, such that no more than three days will have elapsed between the last survey and the commencement of ground disturbing activities.

If active bird nests are found, clearing and construction activities within 300 feet of the nest (500 feet for raptors) will be postponed or halted until the nest is vacated and juveniles have fledged and there is no evidence of a second attempt at nesting as determined by the biologist. Limits of construction to avoid an active nest will be established in the field with flagging, fencing, or other appropriate barriers (fencing is preferred). Construction personnel will be instructed on the sensitivity of the nest area, and will be instructed to avoid entering the barrier around the nest. The biologist will serve as a construction monitor during those periods when construction activities will occur near the active nest area, to ensure that no inadvertent impact on the nest occurs. The results of the nesting bird survey, as well as an avoidance measures taken and the success of those measures, will be submitted to the City of Los Angeles Planning

---

<sup>1</sup> Crane, Michael. Tree Survey and Inventory, Parking Lot and Connecting Undeveloped Area Located Near the Northwest Corner of Figueroa St. and W. Adams Blvd., Los Angeles. July 9, 2007.



Department within 30 days of completion of the surveys and/or construction nest monitoring, to document compliance with applicable state and federal laws pertaining to the protection of native birds.

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

**No Impact.** The project site is located in an urbanized area of the City of Los Angeles and the site is currently covered with a parking lot and a small garden. The site does not contain wetland habitats. No further analysis is required.

- 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?*

**Potentially Significant Unless Mitigation Incorporated.** Although no known migratory wildlife corridor is known to be present in the project vicinity, the site has a garden and mature trees. As discussed above under item b., however; the mature trees could provide habitat to nesting or migratory birds. With incorporation of **MM-BIO-1**, requiring compliance with the federal and state laws that protect native bird species, impacts would be less than significant, and no further study in this EIR was required.

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

**No Impact.** The project site is located in an urbanized area of the City of Los Angeles and is currently covered with pavement, a small garden, and perimeter landscaping. According to the tree survey prepared for the project, there are 45 mature trees (trunk diameters 4 inches or greater) located within the project site.<sup>2</sup> None are street trees which require protection, and none are protected species as defined by the City's tree protection ordinance.<sup>3</sup> Therefore, no potentially significant impacts could occur and no further analysis regarding local ordinances is needed in an EIR.

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

**No Impact.** The project site is located in an urbanized area of the City of Los Angeles and the site is currently covered with a parking lot and a small garden. The site is not within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or similar plan. Therefore, no impacts would occur to a Habitat Conservation Plan, Natural Community Conservation Plan, or a similar plan. No further study is required.

---

<sup>2</sup> Ibid.

<sup>3</sup> The City's tree ordinance defines protected tree species as (1) Oak trees including Valley Oak (*Quercus lobata*) and California Live Oak (*Quercus agrifolia*) or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (*Quercus dumosa*), (2) Southern California Black Walnut (*Juglans californica* var. *californica*), (3) Western Sycamore (*Plantanus racemosa*), and (4) California Bay (*Umbrellularia californica*).

## V. CULTURAL RESOURCES

Would the project:

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

**Potentially Significant Unless Mitigation Incorporated.** The proposed project site is a parking lot with a small, private, gated garden used by St. Vincent's Church. There are no historic buildings on the project site; however St. Vincent's Church, which is adjacent to the south side of the site and the Stimson House, occupied by the Sisters of St. Joseph Convent, and adjacent to the north side of the site, are both City of Los Angeles Cultural Historical Monuments. Aesthetic impacts resulting from the development of the five-story project building adjacent to historical resources should be studied. The church dome is currently the subject of an ongoing, multi-year material conditions investigation and conservation program led by Historic Resources Group in coordination with the Carrie Estelle Doheny Foundation, the Archdiocese of Los Angeles, the Getty Conservation Institute, and other entities. The potential for construction-related impacts to these historical resources, including groundborne vibration and fugitive dust, should be studied. Additionally, the Chester Place Historic District and University Park Historic Preservation Overlay Zone are located in the vicinity of the project site. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary. A historical resources survey will be prepared and will form the basis of the evaluation in an EIR.

- b. *Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5?*

**Potentially Significant Impact.** A portion of the c. 1880 *zanja* irrigation system, the early water distribution system of the region, exists on the project site, and prehistoric and historic archaeological sites and survey areas have been identified in the proposed project vicinity. Earthwork associated with project grading and construction could result in the discovery, unearthing, and/or disturbing of archaeological resources that may be identified as archaeological resources pursuant to *State CEQA Guidelines* Section 15064.5. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary. An archaeological resources survey will be prepared and will form the basis of the evaluation in an EIR.

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

**Potentially Significant Unless Mitigation Incorporated.** Grading and earthmoving could result in the discovery, unearthing, and/or disturbing of unique paleontological resources. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

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

**Potentially Significant Unless Mitigation Incorporated.** The proposed project vicinity is considered to contain archaeological sites, as well as prehistoric and historic archaeological resources. Although no known human remains, former cemeteries, or burial grounds are known to exist on the project site, earth-disturbing activities in portions of the project site could potentially disturb previously unknown and

undisturbed human remains. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

## VI. GEOLOGY AND SOILS

Would the project:

a. *Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

i. *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*

**Potentially Significant Unless Mitigation Incorporated.** For purposes of planning, zoning, and building regulation functions, the state provides maps to City and County agencies designating Alquist-Priolo Earthquake Fault Zones. The project site is not located within or in the vicinity of a state-designated Alquist-Priolo Earthquake Fault Zone. The nearest Earthquake Fault Zone is approximately 4.5 miles east of the project site.<sup>4</sup> The project would place a new residential building in an area potentially subject to fault rupture. Additional analysis is required in an EIR to further define this risk and identify project features and feasible mitigation measures to reduce potentially significant impacts associated with earthquake induced fault ruptures. The analysis will be based upon a geotechnical report prepared for the project.

ii. Strong seismic ground shaking?

**Potentially Significant Unless Mitigation Incorporated.** The project site may be subject to strong ground shaking in the event of an earthquake originating along an active or potentially active fault. Southern California is a seismically active region and ground shaking is common during seismic events. The project site is located approximately 4.5 miles from the surface projection of the nearest earthquake fault. Therefore, the project will place people and structures in an area potentially subject to strong seismic ground shaking. The proposed project involves excavation of the project site for two subterranean parking levels and foundations for a five-story building. Additional analysis is required in an EIR to further define this risk and identify project features and feasible mitigation measures to reduce potentially significant impacts associated with strong seismic ground shaking. The analysis will be based upon a geotechnical report prepared for the project.

iii. Seismic-related ground failure, including liquefaction?

**Potentially Significant Unless Mitigation Incorporated.** Liquefaction potential has been found to be the greatest where the groundwater level and loose sands occur within a depth of approximately 50 feet or less. The potential for liquefaction decreases with increasing grain size and clay and gravel content, but increases as the ground acceleration and duration of shaking increase. Liquefaction and potential areas of liquefaction have not been identified in the project vicinity. However, the project site is located in a seismically active zone. Further, the proposed project involves excavation of the project site for two subterranean parking levels and foundations for a five-story building. Therefore, project implementation

---

<sup>4</sup> City of Los Angeles (2001). The City of Los Angeles General Plan: Safety Element. [Online] 30 July 2007. p.47 <<http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>>

has the potential to expose people and the residential building to potentially significant adverse effects related to seismic-related ground failure, including liquefaction. Additional analysis is required in an EIR to further define this risk and identify project features and feasible mitigation measures to reduce potentially significant impacts associated with seismic-related ground failure, including liquefaction. The analysis will be based upon a geotechnical report prepared for the project.

iv. Landslides?

**Potentially Significant Unless Mitigation Incorporated.** The topography of the project area is relatively flat and devoid of any distinctive natural landforms. Given the relatively flat nature of the site and the amount of impervious surfaces in the area, there is little potential for significant landslides. The proposed project involves excavation of the project site for two subterranean parking levels and foundations for a five-story building. Therefore, additional analysis is required in an EIR to further define this risk and identify project features and feasible mitigation measures to reduce potentially significant impacts associated with landslides. The analysis will be based upon a geotechnical report prepared for the project.

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

**Potentially Significant Unless Mitigation Incorporated.** Construction associated with site development would result in ground surface disruption during site clearance and excavation for two levels of subterranean parking. Exposed soils during project grading would be susceptible to soil erosion during rain events. Therefore, additional analysis is required in an EIR to further define the potential for soil erosion and loss of topsoil and to identify project design features and feasible mitigation measures which could reduce this potentially significant impact. The analysis will be based upon a geotechnical report prepared for the project.

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

**Potentially Significant Unless Mitigation Incorporated.** The topography of the site and the surrounding area is relatively flat and devoid of any distinctive landforms. Given the relatively flat nature of the site and the nature of the project, there is no potential for significant landslides on or off site as a result of the proposed project. However, the proposed project involves excavation for two levels of subterranean parking. Therefore, development of the project could have a significant impact. Additional analysis is required in an EIR to further define this risk and identify project features and feasible mitigation measures to reduce potentially significant impacts associated with seismic-related ground failure, including liquefaction. The analysis will be based upon a geotechnical report prepared for the project.

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?*

**Potentially Significant Unless Mitigation Incorporated.** The project site is already developed and is located in a highly urbanized area. The proposed project involves excavation of the project site for two subterranean parking levels and foundations for a five-story building. While it is anticipated that the project would not involve development on expansive soils or soils that are unstable, additional analysis is required in an EIR to evaluate the range of soil types existing at the project site and identify project

features and feasible mitigation measures to reduce potentially significant impacts associated with this risk. The analysis will be based upon a geotechnical report prepared for the project.

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

**No Impact.** Project implementation would not use septic tanks or alternative wastewater disposal systems. The proposed project would be connected to existing City of Los Angeles wastewater conveyance systems. Therefore, no impact would occur, and no study in an EIR is required.

## VII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

**Less Than Significant Impact.** Construction and operation of the proposed residential units do not require the extensive or ongoing use of materials with significant hazardous potential. The occasional use of hazardous materials includes the utilization or disposal of unused paint, aerosol cans, and cleaning agents (solvents), as well as pesticides and herbicides used in landscaping. These materials are generally disposed of at non-hazardous Class II and III landfills (along with traditional solid waste). Therefore, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, potential or otherwise, given that appropriate procedures and guidelines are followed during the development. Impacts would be less than significant; therefore, no further analysis is needed in an EIR.

*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?*

**Potentially Significant Unless Mitigation Incorporated.** The project does not involve the use, storage, or transport of substantial quantities of hazardous materials. As such, no reasonably foreseen upset or accident conditions would occur during project operations that would release hazardous materials into the environment. However, the project site is located within a Methane Zone, as designated by the City of Los Angeles.<sup>5</sup> Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

*c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

**Potentially Significant Impact Unless Mitigation Incorporated.** Two schools, Mount Saint Mary's College adjacent to the west and St. Vincent's Elementary School to the north, are located within 0.25 mile of the project site. As stated above, the project site is located within a Methane Zone, as designated by the City of Los Angeles. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

---

<sup>5</sup> City of Los Angeles Department of City Planning, Parcel Profile Report, *Zone Information and Map Access System (ZIMAS)*. [Online] 30 July 2007. <<http://zimas.lacity.org/>>

- 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?*

**Potentially Significant Unless Mitigation Incorporated.** No leaking underground fuel tanks (LUFT sites) or leaking underground storage tanks (LUST sites) were identified on the project site.<sup>6</sup> Moreover, the project site is not included on the National Priorities List (NPL).<sup>7</sup> However, a full search of all applicable hazardous materials databases should be conducted to determine whether the site is listed on any other hazardous materials database lists. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

- e. *For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

**No Impact.** No airports are located in the vicinity of the project site. No impacts related to aviation safety hazards are anticipated and no additional analysis is required in an EIR.

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

**No Impact.** No private airstrips are located in the vicinity of the project site. No impacts related to private aviation safety hazards are anticipated and no additional analysis is required in an EIR.

- g. *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

**Potentially Significant Unless Mitigation Incorporated.** According to the City of Los Angeles Safety Element Exhibit H, Critical Facilities and Lifeline System; Figueroa Street in the vicinity of the site is a selected disaster routes.<sup>8</sup> Construction of the project may result in temporary partial obstruction to adjacent roadways. The project would be required to comply with all applicable City codes and regulations pertaining to emergency response and evacuation plans maintained by the police and fire departments, as well as fire protection and security. The project consists of residential uses and parking and would not result in the need for a new or revised emergency response and evacuation plan. Project operations would not use acutely hazardous materials or involve a potential threatened release of hazardous materials during the operational phase. Implementation of the project would neither result in a reduction of the number of lanes along Figueroa Street or Adams Boulevard nor result in the placement of an impediment to the flow of traffic, such as medians, on these roadways. However, because construction of the Project may result in temporary partial obstruction to Figueroa Street or Adams Boulevard, impacts are potentially significant, and further study in an EIR is required.

---

<sup>6</sup> California Environmental Protection Agency State Water Resources Control Board, GeoTracker website. [Online] 30 July 2007. <[www.geotracker.swrcb.ca.gov/](http://www.geotracker.swrcb.ca.gov/)>

<sup>7</sup> United States Environmental Protection Agency, CERCLIS, RODS, an Archived Sites Information website. [Online] 30 July 2007. <[www.epa.gov/superfund/sites](http://www.epa.gov/superfund/sites)>

<sup>8</sup> City of Los Angeles General Plan, Safety Element, <<http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>>

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

**No Impact.** The project site is located within a highly developed, urbanized community of the City of Los Angeles and is not subject to wildland fires. No impacts related to wildland fires are anticipated and no further analysis is required.

## VIII. HYDROLOGY AND WATER QUALITY

Would the project:

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

**Potentially Significant Unless Mitigation Incorporated.** The site is located in a developed area of Los Angeles, which contains an existing storm water collection and conveyance system. Implementation of the proposed project has the potential to alter the existing volume, flow, and quality of urban runoff as a result of construction activities and the development of a five-story residential building on a site currently developed with a parking lot and a small garden. Development of the site would result in continued coverage with impermeable surfaces, requiring storm water to be collected and drained into storm drains beneath the adjacent roadways. As part of the proposed project, storm water drainage plans would be submitted to the City Engineer for review and approval prior to the development of any drainage improvements. These plans must meet all minimum water quality requirements as outlined in the City of Los Angeles Public Agencies Activities Storm Water Guide (2004) so that no impact to downstream facilities would occur. In addition, during construction, the project applicant would be required to implement standard Best Management Practices (BMPs) contained in the City of Los Angeles References Guide for Stormwater Best Management Practices (2000) and outlined by the State Water Resources Control Board. Furthermore, since the project area is greater than 1 acre in size, the project must meet the National Pollutant Discharge Elimination System (NPDES) permit requirements. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

- 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 preexisting nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?*

**Less Than Significant Impact.** The proposed project would rely upon City of Los Angeles water supplies, provided by the City of Los Angeles Department of Water and Power (LADWP). The LADWP does rely upon groundwater to meet a portion of the water demand for the City, although a majority of the City's water supply is imported from sources other than local groundwater. The project site is currently paved as a parking lot and contains a small garden; therefore, groundwater recharge from the site is minimal. As a result of the proposed project, the site would continue to be covered primarily with impermeable surfaces and small landscaped areas. Therefore, impacts to groundwater recharge would be similar for the project and the existing site. Impacts would be less than significant, and no additional study in an EIR is needed.

- 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?*

**Items c. and d.: Potentially Significant Unless Mitigation Incorporated.** Implementation of the proposed project has the potential to alter the drainage patterns on the site as a result of construction activities and residential development on a site currently developed with a parking lot and small garden. Soils would be exposed during construction activities. These actions could result in increased erosion, siltation, or flooding. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

- 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?*

**Potentially Significant Unless Mitigation Incorporated.** Impervious surfaces such as buildings and parking lots can increase runoff rates by impeding infiltration of rainfall and increasing overland flow velocities. The site is currently developed with a parking lot and a small garden. As a result of the proposed project, the site would be covered with a building and areas of landscaping, altering the flow of runoff. The project would be designed with new drainage systems that would collect and attenuate storm water flows and direct them to existing stormwater facilities. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

- f. *Otherwise substantially degrade water quality?*

**Potentially Significant Unless Mitigation Incorporated.** The City of Los Angeles would review the project design for compliance with the requirements of the NPDES permit during both construction and operation. The applicant is required to prepare a Storm Water Pollution Prevention Plan (SWPPP) that would specify BMPs designed to reduce impacts to water quality from site runoff during construction. Potential water quality impacts from site runoff during construction and after completion and occupancy of the project will be assessed in conformance with the requirements of the current general NPDES Permits issued by the LA Regional Water Quality Control Board for construction and operation to demonstrate the consistency of the project with all applicable regulations. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

- g. *Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*
- h. *Place within a 100-year flood plain structures which would impede or redirect flood flows?*

**Items g. and h.: No Impact.** The project site is not located within any flood zone.<sup>9</sup> No flood impacts would occur and no further analysis is required.

---

<sup>9</sup> City of Los Angeles Department of Planning, Parcel Profile Report, July 20, 2007.



- 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?*

**Potentially Significant Unless Mitigation Incorporated.** The City of Los Angeles Safety Element, Exhibit G, Inundation and Tsunami Hazard Areas in the City of Los Angeles, indicates that the site is located within a mapped potential inundation area.<sup>10</sup> Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

- j. *Inundation by seiche, tsunami, or mudflow?*

**No Impact.** The City of Los Angeles Safety Element, Exhibit G, Inundation and Tsunami Hazard Areas in the City of Los Angeles, indicates that the site is not located within a mapped potential tsunami area.<sup>11</sup> Therefore, no additional analysis is required in an EIR.

## IX. LAND USE AND PLANNING

Would the project:

- a. *Physically divide an established community?*

**No Impact.** The project site contains a surface parking lot and a small garden, and is located in an urban setting, where it is situated among residential, commercial, and institutional uses. No established community would be divided by the project and the project would be constructed within an existing city block. Therefore, no impact would occur, and no further analysis is required in an EIR.

- 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?*

**Less than Significant Impact.** The project site is located in the northeastern portion of the South Los Angeles Community Plan Area. The project site is designated as Multiple Family Residential – High Medium in the Community Plan.<sup>12</sup> The normally permitted density of development for this designation is 56 to 109 units per acre. The project proposes a density of 87 units per acre, which falls within the planned range. Figueroa Street is designated in the General Plan Transportation Element as a “City Priority High Capacity Transit Corridor.” The property is zoned [Q]R4-1-0 per the City’s Zoning Ordinance, where “R4” indicates a Multiple Dwelling Zone designation and “1” indicates that the site is located in Height District 1. Apartment houses are permitted in the R4 zone. The floor area ratio (FAR) for residentially zoned properties within Height District 1 is 3:1, such the maximum allowable developed square footage is three times the square footage of the site. The project proposes a FAR of 2.20 and, therefore, falls under the maximum FAR and meets the requirement.

The Community Plan designates Figueroa Street as a “Major Opportunity Site” with the potential to enhance the surrounding neighborhood. Figueroa Street is also located in the Figueroa Corridor Business

---

<sup>10</sup> City of Los Angeles General Plan, Safety Element, <<http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>>

<sup>11</sup> Ibid.

<sup>12</sup> City of Los Angeles. *General Plan Land Use Element: South Los Angeles Community Plan*. March 2000 plus subsequent amendments.

Improvement District (BID), a non-profit partnership of businesses, service organizations and stakeholders that provides management and promotional services related to safety, maintenance, marketing and economic development in the district.

The project complies with the General Plan and no changes in the General Plan land use designation or zoning designation are requested as part of the project. The project would comply with zoning requirements related to density, setbacks, and parking.

The proposed residential use is consistent with the General Plan and current zoning. The proposed project includes a request for a Conditional Use Permit pursuant to Los Angeles Municipal Code (LAMC)12.24.W.37 to allow public parking in an R Zone for the Church replacement at grade parking component of the project, and Site Plan Review Findings pursuant to LAMC 16.05.D.2 for residential uses with more than 50 units.

Although the project is consistent with the General Plan and South Los Angeles Community Plan, land use impacts will be studied in an EIR.

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

**No Impact.** The project site is neither within a natural conservation community nor a habitat conservation area. Thus, the proposed project would not conflict with any applicable conservation elements or natural community conservation plan. No impact would occur as a result of the project, and no additional analysis is required in an EIR.

## **X. 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?*
- 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?*

**Items a. and b.: No Impact.** Project implementation would not result in the loss of availability of a valuable mineral resource. The South Los Angeles Community Plan does not indicate an important mineral resource on or near the site. Therefore, no impact would occur and no further analysis is required.

## **XI. NOISE**

Would the project result in:

- a. Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

**Potentially Significant Unless Mitigation Incorporated.** Construction activities would involve the use of heavy construction equipment known to generate noise in excess of community noise standards.

Additionally, the project would result in an increase in daily vehicle trips. Increased vehicle trips have the potential to result in significant noise increases in excess of established standards. Therefore, construction and operation of the proposed project has the potential to generate noise levels in excess of established standards. Additionally, noise-sensitive uses are located in the vicinity of the project site, including residences, St. Vincent's Church, the Sisters of St. Joseph Convent, Mount Saint Mary's College, and Saint Vincent's Elementary School. In addition, potential noise impact to project residents from traffic noise, including the I-110 Freeway, should be studied. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

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

**Potentially Significant Unless Mitigation Incorporated.** Construction activities may require the use of pile driving or other construction activities known to generate groundborne vibration. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

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

**Potentially Significant Unless Mitigation Incorporated.** Changes of less than 3 decibels as measured on an A-weighted scale (dB(A)) in ambient noise levels are typically not noticed by the human ear. Therefore, for an increase in ambient noise levels to be substantial, it would need to be greater than 3 dB(A). The project vicinity is characterized by ambient noise levels typical of an urban setting. During normal operations, the types of residential uses associated with the project would not typically produce stationary noise sources likely to be audible beyond the project site. However, the project would generate increased vehicle trips. The proposed parking structure is also a potential source of noise. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

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

**Potentially Significant Unless Mitigation Incorporated.** As noted above in **Section XI. Noise, response a**, construction activities may generate substantial periodic increases in noise levels. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

*e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

**No Impact.** The proposed project is not located within an airport land use plan or within 2 miles of a public airport; therefore, the project would not expose persons in the project area to excessive noise levels associated with airport operations. Therefore, no impacts would occur, and no further analysis is necessary in an EIR.

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

**No Impact.** The proposed project is not located in the vicinity of a private airstrip; therefore, the project would not expose persons in the project area to excessive noise levels associated with the operations of an airstrip. Therefore, no impacts would occur, and no further analysis is necessary in an EIR.

## XII. POPULATION AND HOUSING

Would the project:

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

**Less Than Significant Impact.** The project, as proposed, would develop 145 units, including 27 one-bedroom units, 115 two-bedroom units, and 3 three-bedroom units. The project is designed to provide housing for students attending the University of Southern California (USC), Mount St. Mary's College Doheny Campus, and other local educational institutions. Faculty and staff of these educational institutions may also live in the Project. However, up to ten percent of the units could be made available to non-student, faculty, and staff residents.

Based upon the development of the project as housing for students only, it is expected that up to two students would occupy each bedroom, for a total of up to 532 residents.

To determine the number of residents that would inhabit the project if 10 percent, or 15 units, were occupied by non-student, faculty, and staff residents, the State of California, Department of Finance's per-person household rate of 2.997 was used.<sup>13</sup> Using this rate, 45 non-student, faculty, and staff residents would reside in the project ( $15 \times 2.997 = 44.9$ ). The remaining 130 units would house up to 476 students.<sup>14</sup> Therefore, if 10 percent, or 15 units, in the project were made available to non-student, faculty, and staff residents, a total of up to 521 persons would be generated by the proposed project. This represents a reduction in the number of residents by 11 persons, when compared with a residential population comprised solely of students.

Based on the Census 2000, the population of the South Los Angeles Community Plan Area was 260,218<sup>15</sup>, with a per-person household rate of 2.997.<sup>16</sup> In 2010 the South Los Angeles Community Plan projects a population total of 292,394 persons, an increase of 32,176 persons.<sup>17</sup> The project's population would represent approximately 1.65 percent of the projected increase of 32,176 persons. If 10 percent, or 15 units, were occupied by non-students, faculty, and staff residents, the project's population would represent 1.62 percent of the projected increase. Therefore, the population that would be generated by

---

<sup>13</sup> City of Los Angeles 2007, <http://cityplanning.lacity.org/complan/pdf/sclcptxt.pdf>.

<sup>14</sup> This figure assumes that 90 percent each of the one-, two- and three-bedroom apartments are occupied by students. This assumption yields 24 one-bedroom, 104 two-bedroom and 2 three-bedroom units.

<sup>15</sup> City of Los Angeles 2007, <http://cityplanning.lacity.org/complan/pdf/sclcptxt.pdf>.

<sup>16</sup> State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2007, with 2000 Benchmark*. Sacramento, California, May 2007.

<sup>17</sup> City of Los Angeles Planning Department (2000), *South Los Angeles Community Plan*, [Online] 13 August 2007, <http://cityplanning.lacity.org/complan/pdf/sclcptxt.pdf>.

the proposed project has been accounted for in the South Los Angeles Community Plan and the impact would be less than significant. Although the project is consistent with the population forecasts in the South Los Angeles Community Plan, population and housing impacts will be studied in an EIR.

*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?*

**Items b. and c.: No Impacts.** The project site is currently developed as a parking lot and small private garden; therefore, project implementation would not displace people or housing. No significant impacts related to housing would result from project implementation and no further analysis is required.

### **XIII. PUBLIC SERVICES**

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

*a. Fire protection?*

**Potentially Significant Unless Mitigation Incorporated.** The Los Angeles Fire Department (LAFD) provides fire prevention, fire suppression, and life safety services to the project site and the surrounding area. Fire protection service needs are generally related to the size of the population and geographic area served, the number and type of calls for service, and other community and physical characteristics. The site is not within a Mountain Fire District, a Very High Fire Hazard Severity Zone, or a Fire Buffer Zone, as designated by the City of Los Angeles.<sup>18</sup> The closest station to the project site is Fire Station 15, located at 915 West Jefferson Boulevard, approximately 1.1 miles southwest of the project site. Given the project-related increase in residential population, the project could result in an increase in demand for fire protection and emergency medical services. Additionally, an increase in fire flow may be required to accommodate the proposed development. Therefore, it is recommended that fire protection and emergency medical services be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

*b. Police protection?*

**Potentially Significant Unless Mitigation Incorporated.** The Los Angeles Police Department (LAPD) provides police protection services to the project area. The LAPD is divided into four bureaus—the Central, West, Valley and South bureaus, which are subsequently subdivided into 18 areas, or divisions. The project site is located within the Southwest Division of the South Bureau. The Southwest Division is bounded by the I-10 Freeway on the north, I-110 Freeway on the east, Vernon Avenue on the south, and La Cienega Boulevard on the west. The Southwest Division covers approximately 13.11 square miles and serves a population of approximately 165,000.<sup>19</sup> The Southwest Community Police Station is located at 1546 West Martin Luther King Jr. Boulevard, approximately 2.6 miles southwest of the project site. The

---

<sup>18</sup> City of Los Angeles Department of City Planning, Parcel Profile Report, July 20, 2007.

<sup>19</sup> Los Angeles Police Department, *About Southwest*. [Online] 1 August 2007. <<http://lapdonline.org>>

Southwest Division also has a substation at 3650 W. Martin Luther King Jr. Boulevard, approximately 4.5 miles southwest of the project site. Given the project-related increase in local population, the project could generate an increase in demand for police protection services. Therefore, it is recommended that police protection services be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

*c. Schools?*

**Less than Significant Impact.** The Los Angeles Unified School District (LAUSD) provides school services to the project area. The project could potentially increase the student population of the local area, resulting in an increased demand on the LAUSD. The City of Los Angeles 2006 *CEQA Thresholds Guide* indicates that if a project will result in a net increase of at least 75 residential units, additional study in an EIR may be needed.<sup>20</sup> The proposed project is designed as student housing. A student population does not typically generate school-aged children. However, as noted above under **Section XII a., Population and Housing**, the proposed project could make up to 10 percent of the units (15 units) available to non-student, faculty, and staff residents. These 15 units fall well below the threshold of 75 units used by the City of Los Angeles to determine that additional analysis in an EIR may be needed. Based upon this information, no further analysis in an EIR is recommended.

*d. Parks?*

**Less than Significant Impact.** The City of Los Angeles Department of Parks and Recreation is responsible for maintaining and planning park space in the City of Los Angeles. The City of Los Angeles 2006 *CEQA Thresholds Guide* indicates that if a project will result in a net increase of 50 or more residential units that would adversely impact recreation and park services and/or facilities due to the proximity to, or expected usage of, those facilities or services, additional study in an EIR may be needed.<sup>21</sup> The proposed project is designed as student housing. However, as noted above under **Section XII a., Population and Housing**, the proposed project could make up to 10 percent (15 units) of the units available to non-student faculty, and staff residents. These 15 units fall below the threshold of 50 units used by the City of Los Angeles to determine that additional analysis in an EIR may be needed. Further, although 45 residents could be generated by these 15 units, faculty and staff, as well as students in the remaining 130 units are expected to avail themselves of on-campus recreational facilities. Finally, the project would provide amenities for the residents including common open space areas and courtyards, a lobby/leasing office, lounge and recreation area, study rooms, roof decks and private open space. For these reasons, limited usage of local parks and park services is anticipated, and no further analysis in an EIR is recommended.

*e. Other?*

**Less than Significant Impact.** The Los Angeles Public Library (LAPL) provides library services to the project area. The project would increase the population of the local area, potentially resulting in an increased demand on the LAPL. The City of Los Angeles 2006 *CEQA Thresholds Guide* indicates that if a project will result in a net increase of at least 75 residential units, additional study in an EIR may be

---

<sup>20</sup> City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, pp. K.3-1 and K.3-2.

<sup>21</sup> City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, pp. K.4-1 and K.4-2.

needed.<sup>22</sup> The proposed project is designed as student housing. However, as noted above under **Section XII a., Population and Housing**, the proposed project could make up to 10 percent of the units (15 units) available to non-student, faculty, and staff residents. These 15 units fall well below the threshold of 75 units used by the City of Los Angeles to determine that additional analysis in an EIR may be needed. Although 45 residents could be generated by these 15 units, faculty and staff, as well as students in the remaining 130 units are expected to avail themselves of on-campus library facilities. Based upon this information, no further analysis in an EIR is recommended.

#### XIV. RECREATION

Would the project:

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

**Less than Significant Impact.** The City of Los Angeles 2006 *CEQA Thresholds Guide* indicates that if a project will result in a net increase of 50 or more residential units that would adversely impact recreation and park services and/or facilities due to the proximity to, or expected usage of, those facilities or services, additional study in an EIR may be needed.<sup>23</sup> The proposed project is designed as student housing. However, as noted above in **Section XII a., Population and Housing**, the proposed project could make up to 10 percent of the units (15 units) available to non-student, faculty, and staff residents. These 15 units fall below the threshold of 50 units used by the City of Los Angeles to determine that additional analysis in an EIR may be needed. Further, although 45 residents could be generated by these 15 units, faculty and staff, as well as students in the remaining 130 units are expected to avail themselves of on-campus recreational facilities. Finally, the project would provide amenities for the residents including common open space areas and courtyards, a lobby/leasing office, lounge and recreation area, study rooms, roof decks and private open space. For these reasons, limited usage of local parks and park services is anticipated, and no further analysis in an EIR is recommended.

- b. *Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

**Less than Significant Impact.** The proposed project would feature on-site recreational amenities. The residential components of the project would be arranged around four outdoor courtyards on the building's second level intended as common areas for building residents. Public amenities would include common open space areas and courtyards, a lobby/leasing office, lounge and recreation area, study rooms, roof decks and private open space. Construction of these facilities as elements of the project would not have an additional adverse physical effect on the environment. Therefore, impacts would be less than significant; no further analysis is required in an EIR.

---

<sup>22</sup> City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, pp. K.5-1 and K.5-2.

<sup>23</sup> City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, pp. K.4-1 and K.4-2.

## XV. TRANSPORTATION/TRAFFIC

Would the project:

- a. *Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections)?*

**Potentially Significant Unless Mitigation Incorporated.** Project implementation would result in intermittent construction activities throughout project buildout. Operations following buildout would increase the number of daily vehicle trips when compared to existing and future conditions without the proposed project. Therefore, it is recommended that detailed analysis be provided in an EIR to define the extent of project impacts related to trip generation, intersection capacity, street segment capacity, the volume-to-ratio capacity on roads and neighborhood intrusion impacts, and to provide feasible mitigation measures, if necessary.

- b. *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?*

**Potentially Significant Unless Mitigation Incorporated.** The proposed addition of residences will increase the number of vehicle trips in the vicinity of the project area. Increases in traffic have the potential to affect traffic loads or street and intersection capacities and, therefore, level of service standards. Therefore, it is recommended that a detailed analysis be provided in an EIR to define the potential for project impacts on level of service standards on designated roads and highways in the project vicinity and to provide feasible mitigation measures, if necessary.

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

**No Impact.** The residential use proposed by the project is not associated with a substantial increase in air traffic. The project is not located within an Airport Safety Zone, and the five-story building proposed for the project is not tall enough to conflict with air traffic patterns. As a result, no impact on air traffic patterns would occur and no further analysis is needed in an EIR.

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

**Potentially Significant Unless Mitigation Incorporated.** The project would utilize the existing network of regional and local roadways that serve the project area. No major changes to the design or configuration of roadways are planned. The final design of the project, including curb cuts, driveways and other streetscape changes, would be subject to review by the Department of Building and Safety. The entry/exit for the subterranean resident parking would be located on Figueroa Street near the northern property boundary, while the entry/exit for the at-grade church parking would be located off Figueroa Street near the southern property boundary. Pedestrian access between the replacement parking/fire access lane along the southern project boundary and the adjacent St. Vincent's Church property would be provided as part of the project. The project would also result in an increase in pedestrian and bicycle use in the project vicinity. Because of the proximity of the driveways to one another and the pedestrian and



bicycle circulation on site, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

*e. Result in inadequate emergency access?*

**Potentially Significant Unless Mitigation Incorporated.** Construction of the project may result in temporary partial obstruction to adjacent roadways. The project applicant would comply with applicable Fire Department, Police Department, Department of Public Works, and Department of Building and Safety regulations relating to access. An existing easement, currently ten feet wide, is proposed to be widened to approximately 24.5-foot-wide and paved to provide secondary emergency access road to the rear of the Project site from Adams Boulevard. . Therefore, it is recommended that emergency access be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

*f. Result in inadequate parking capacity?*

**Potentially Unless Mitigation Incorporated.** A total of 443 parking spaces would be provided for project residents and church parishioners and staff on three levels, including two subterranean levels and one at-grade level. Of this total, 310 spaces would be reserved for residents of the building in the subterranean levels. The remaining 133 spaces would be located in the at-grade parking level. Of the 133 spaces, 125 would be reserved for use by parishioners and staff of St. Vincent's Church during functions and liturgical services, replacing the existing 123 surface parking spaces. The remaining 8 spaces would be used by the leasing/management office for the building. Construction of the project will temporarily displace church parking. Therefore, it is recommended that a detailed analysis of the Church's parking needs during construction and evaluation of the adequacy of parking for the residents, their guests, and the Church during operation be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

*g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

**Less Than Significant Impact.** The County of Los Angeles Metropolitan Transit Authority (MTA) and the City of Los Angeles Department of Transportation (LADOT) operate several bus routes, as well as MTA Blue Line (light rail transit), with stops located in close proximity to the project site. The project is well located to facilitate the use of MTA and LADOT bus routes by residents. Additionally, University of Southern California (USC) would provide off-campus tram service to the project site for USC students and faculty. Construction and operation of the project will not interfere with the provision of bus or tram stops, bicycle facilities, or other alternative transportation. The proposed project will designate areas within the site for bicycle storage to encourage use of bicycles for transportation to nearby schools and places of employment. Therefore, the project would encourage travel by alternative modes of transportation and would not conflict with the policies supporting alternative transportation or with existing transit routes. Although the impact would be less than significant, this topic will be studied in the EIR.

## XVI. UTILITIES

Would the project:

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

**Less Than Significant Impact.** The project site is within the service area of the Hyperion Wastewater Treatment Plant. The Hyperion plant has been designed to treat typical wastewater effluent generated by residential uses in the City of Los Angeles. The project would generate wastewater effluent typical of residential uses. Therefore, the proposed project would not generate wastewater that would exceed the wastewater treatment requirements of the Regional Water Quality Control Board. For this reason, impacts upon wastewater treatment requirements would be less than significant, and no further analysis is required.

- 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?*

**Potentially Significant Unless Mitigation Incorporated.** The City of Los Angeles Department of Water and Power provides water service to the project site. The City of Los Angeles Department of Public Works provides sewer service to the project site. The proposed project would require water and sewer service connections from the existing lines to the project. The local collector system conveys sewage flows to trunk lines and outfall sewers that carry wastewater directly to the Hyperion facility. Implementation of the proposed project would result in an increased demand for water and wastewater service. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

- 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?*

**Potentially Significant Unless Mitigation Incorporated.** The storm drainage system in the Los Angeles basin is designed to reduce and prevent possible flooding from storm water on City streets. The project site is currently served by the City storm water drainage facilities. Implementation of the proposed project has the potential to alter the existing volume, flow, and quality of urban runoff as a result of construction activities and the development of a residential building with subterranean parking on a site currently developed with a parking lot and small garden. Development of the site would result in continued coverage with primarily impermeable surfaces, thereby requiring storm water to be collected and drained into storm drains beneath the adjacent roadways. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

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

**Potentially Significant Unless Mitigation Incorporated.** A Water Supply Assessment would not be required under Senate Bill 610 because the project is under 500 residential units. Implementation of the 145-unit proposed project would create an increase in demand for water supplies compared to the existing uses on the site. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

- 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?*

**Potentially Significant Unless Mitigation Incorporated.** The project proposes to transform a parking lot and small garden into a 145-unit residential development. Because of the anticipated increase in water usage, the proposed project would generate more wastewater than under current conditions. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

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

**Potentially Significant Unless Mitigation Incorporated.** Solid waste management is guided by the California Integrated Waste Management Act of 1989. The City of Los Angeles adopted a Solid Waste Management Policy Plan in 1994. The County of Los Angeles Solid Waste Management Plan sets forth strategies that would provide adequate landfill capacity for approximately 26 years. Solid waste generated by the proposed project would be disposed of at one of several Class II or III landfills located within Los Angeles County. Solid waste generated during construction would be recycled as required by law, with the remainder disposed of in an unclassified landfill. The proposed project would generate an increase in solid waste over the existing uses on the site. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

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

**Less Than Significant Impact.** During construction and operation of the proposed project, the project applicant would comply with all applicable City, County, and state solid waste diversion, reduction, and recycling mandates, including compliance with the City's Source Reduction and Recycling Element (SRRE) and its updates, the City of Los Angeles Solid Waste Management Policy Plan (CiSWMPP), and the Los Angeles Municipal Code. Compliance with these regulations and mandates would assist in reducing the amount of waste deposited in the Los Angeles County landfills. Although impacts related to regulatory compliance would be less than significant, this topic will be studied in the EIR.

## **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?*

**Potentially Significant Unless Mitigation Incorporated.** Based on the preceding discussion, the project would eliminate mature trees that may provide habitat for birds. Further, impacts to cultural resources are potentially significant unless mitigation is incorporated due to the presence of the *zanja* irrigation ditch and the adjacent St. Vincent's Church and Stimson House. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

- 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).*

**Potentially Significant Unless Mitigation Incorporated.** A cumulative impact could occur where individual effects of different projects are considerable when considered together. Where the project would have no significant or less than significant impacts, the project could not contribute to cumulatively considerable impacts. Where the project could have a potentially significant impact, cumulative impacts are possible. Therefore, it is recommended that the potential for cumulative impacts associated with the project be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

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

**Potentially Significant Unless Mitigation Incorporated.** Project implementation has the potential to result in substantial adverse effects on human beings, given the known presence of methane in project area soils. Additionally, residents of the proposed project could potentially be exposed to hazards associated with seismic ground shaking. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.