

CITY OF LOS ANGELES

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY AND CHECKLIST

(CEQA GUIDELINES SECTION 15063)

LEAD CITY AGENCY Department of City Planning	COUNCIL DISTRICT Council District 5	DATE July 2004
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RESPONSIBLE AGENCIES
South Coast Air Quality Management District and Los Angeles Regional Water Quality Control Board

PROJECT TITLE/NO. Wilshire Comstock Project	CASE NO.
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PREVIOUS ACTIONS CASE NO. TTM 27025	<input type="checkbox"/> DOES have significant changes from previous actions. <input checked="" type="checkbox"/> DOES NOT have significant changes from previous actions.
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PROJECT DESCRIPTION:
See Section II, Project Description.

ENVIRONMENTAL SETTING:
See Section II, Project Description and Section IV, Environmental Impact Analysis

PROJECT LOCATION
10250 West Wilshire Boulevard
Also see Section II, Project Description

PLANNING DISTRICT Westwood Community Plan	STATUS: <input type="checkbox"/> PRELIMINARY <input type="checkbox"/> PROPOSED <u>Adopted July 17, 1999</u> <input checked="" type="checkbox"/> ADOPTED <u>date</u>
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EXISTING ZONING [Q]R5-3	MAX. DENSITY ZONING 10 x buildable area of lot	<input checked="" type="checkbox"/> DOES CONFORM TO PLAN
PLANNED LAND USE & ZONE Very High Residential	MAX. DENSITY PLAN N/A	<input type="checkbox"/> DOES NOT CONFORM TO PLAN
SURROUNDING LAND USES Residential and Country Club	PROJECT DENSITY 61 units/acre	<input type="checkbox"/> NO DISTRICT PLAN

DETERMINATION (To be completed by Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

SIGNATURE

TITLE

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 “Earlier Analysis,” as described in (5) below, may be cross referenced).
- 5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - 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 type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use/Planning | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Service Systems |
| <input type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input checked="" type="checkbox"/> Geology/Soils | <input type="checkbox"/> Population/Housing | |

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

 **BACKGROUND**

PROPONENT NAME	PHONE NUMBER

PROPONENT ADDRESS

AGENCY REQUIRING CHECKLIST	DATE SUBMITTED
City of Los Angeles, Department of City Planning	

PROPOSAL NAME (if Applicable)

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
II. AGRICULTURAL RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, 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"/>
III. AIR QUALITY. The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:				
a. Conflict with or obstruct implementation of the SCAQMD or Congestion Management Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & PM 10) under an applicable federal or state ambient air quality standard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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? Refer to Division of Mines and Geology Special Publication 42.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>

VII. HAZARDS AND HAZARDOUS MATERIALS.

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 type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>
VIII. HYDROLOGY AND WATER QUALITY. Would the proposal result in:				
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 pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IX. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<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:				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Other governmental services (including roads)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XIV. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XV. TRANSPORTATION/CIRCULATION. 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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>
XVI. UTILITIES. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).

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

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

PREPARED BY	TITLE	TELEPHONE #	DATE

IV. ENVIRONMENTAL IMPACT ANALYSIS

1. AESTHETICS

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

Potentially Significant Impact. A significant impact may occur if the proposed project introduces incompatible visual elements within a field of view containing a scenic vista or substantially blocks views of a scenic vista. The project site is characterized by flat topography and is currently vacant. Existing uses surrounding the project site include: a high-rise apartment building located northwest of the project site on Wilshire Boulevard; a four-story apartment building located west of the project site, directly across Comstock Avenue; four two-story single-family residential uses, directly across Club View Drive; and the Los Angeles Country Club surrounding the project site to the north and east. Development of the 21-story condominium building on the project site may result in the obstruction of scenic views from existing residential uses and roads.

The project site is located on a portion of Wilshire Boulevard which is a City designated Scenic Highway and is located within the Wilshire-Westwood Scenic Corridor Specific Plan (Specific Plan).¹ The Specific Plan, which was adopted in 1981, was created to establish land use controls and a design review process to enhance the aesthetic qualities of the area, encourage more open space, reduce the impact of high-density residential development, and to reduce the impact of shadows caused by high-rise buildings within and adjacent to the Specific Plan Area. Please refer to Section 9(b) for a more detailed discussion of the Specific Plan. The EIR will provide additional analysis to assess the proposed project's potential to result in visual resource impacts, including the existence of scenic views in the area (from residential areas, public lands, and roads), as well as the identification of applicable aesthetic standards, and any required mitigation measures.

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

Potentially Significant Impact. A significant impact would occur only if scenic resources would be damaged or removed by the project. The project site is located in a developed area within the City of Los Angeles. As described in Section 1(a), the project site is located on a portion of Wilshire Boulevard which is a City designated Scenic Highway. The project site is currently vacant and contains no historic resources.² In addition, as discussed in Section 4(b), there are currently no trees located on the project site which would be disturbed by the

¹ *Transportation Element of the City of Los Angeles General Plan, Map E, Adopted by City Council in 1978.*

² *Source: City of Los Angeles Department of City Planning, Historic-Cultural Monument Report, website: <http://www.lacity.org/pln/complan/HCM/hcm.cfm>, June 3, 2004.*

development of the proposed project. The EIR will provide additional analysis to assess the project's potential to result in visual resource and scenic resource impacts, including the existence of scenic views in the area (from residential areas, public lands, and roads), the existence of scenic resources in the area, as well as the identification of applicable aesthetic standards, and any required mitigation measures.

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

Potentially Significant Impact. A significant impact may occur if a project introduces incompatible visual elements to the project site, or introduces visual elements that would be incompatible with the character of the area surrounding the project site. The project site is in an area of relatively dense urban development, consisting of high-rise apartment buildings, and two- to four-story apartment buildings. Therefore the development of the proposed project is consistent with the existing uses in the project vicinity. Furthermore, the proposed project would incorporate a landscape plan and would be designed to complement and blend into the existing style of the surrounding area. Impacts related to the visual character or quality of the project site would be potentially significant. The EIR will provide additional analysis to assess the project's potential to result in visual character impacts, as well as the identification of applicable aesthetic standards, and any required mitigation measures.

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

Potentially Significant Impact. A significant impact may occur if a project introduces new sources of light or glare on or from the project site which would be incompatible with the areas surrounding the project site, or which pose a safety hazard to motorists utilizing adjacent streets or freeways. The project site and surrounding area contain numerous sources of nighttime lighting including street lights, architectural and security lighting, indoor building illumination (light emanating from the interior of structures which passes through windows), and automobile headlights. In addition, glare is a common phenomenon in the Southern California area due mainly to the occurrence of a high number of days per year with direct sunlight and the highly urbanized nature of the region, which results in a large concentration of potentially reflective surfaces. Potentially reflective surfaces in the project vicinity include automobiles traveling and parked on streets in the vicinity of the project, windows in buildings, and surfaces of brightly colored buildings in the project vicinity.

Lighting

Night lighting for the proposed project would be provided in order to illuminate walkways, building entrances, parking areas, and driveways, largely to provide adequate night visibility for visitors and residents and to provide a measure of security. Architectural lighting for the proposed project would be designed to highlight architectural elements of the condominium building. The project would incorporate a variety of building materials, which would be selected and located so as to minimize the transmission of illumination from interior lights. In conclusion, all fixed lighting associated with the project would be directed onto the site and shielded from residential structures. This would reduce light “spillage” onto adjacent residential uses. These project features would not exclude the installation of low-level security lighting, which would provide increased security for the project site. Despite the incorporation of the above project features, designed to reduce project lighting impacts, there remains the potential that the adjacent residential uses would still be impacted by light impacts.

Glare

Urban glare is largely a daytime phenomenon, occurring when sunlight is reflected off the surfaces of buildings or objects. Excessive glare not only restricts visibility but increases the ambient heat reflectivity (i.e., albedo) in a given area. The proposed 21-story condominium building would be of contemporary design featuring spandrel glass windows and precast concrete. These building materials would be expected to minimize potential glare effects along Wilshire Boulevard, Comstock Avenue, and Club View Drive. Consequently, reflective glare from the condominium building would not be expected to significantly affect the adjacent sensitive residential uses.

Shade/Shadow

Although the proposed project is within the Wilshire/Westwood Corridor Specific Plan area, it is exempted from the Corridor Specific Plan’s provisions. The Corridor Specific Plan became effective in 1981, shortly after the Final Tract Map was recorded. However, if a tract map application for a project was filed between July 25, 1972 and June 5, 1980, the project is exempt from the Corridor Specific Plan pursuant to Ordinance 155,044, Section 14.A of that plan. The Tract Map application for the proposed project was filed in the mid-1970s. Thus, the proposed project is exempt from the provisions of the Corridor Specific Plan. However, in accordance with the [Q] condition on the project site (163,194) the proposed project is subject to the Design Review Board approval. Determination of impacts from shadows is a subjective assessment. According to the Westwood Community Design Review Board Specific Plan (Section 6.B.2), a shadow impact is considered significant if adjacent residential uses would be one-third or more shaded by project-related structures for more than two hours between the

hours of 9:00 A.M. and 3:00 P.M. Pacific Standard Time on December 21 (also referred to as “winter shadows”).

The EIR will provide additional analysis to assess the proposed project's potential to result in light, glare and shadow impacts, including 1) a description of the project's lighting and landscape plans, 2) an analysis of the light, glare and shadow impacts to both on-site and off-site uses, 3) consideration of applicable ordinances, 4) and any required mitigation measures.

Cumulative Impacts

Potentially Significant Impact. Development of the proposed project in conjunction with any related projects would result in an intensification of existing prevailing land uses in an already urbanized area of the City. Development of any related projects is expected to occur in accordance with adopted plans and regulations. The EIR will provide additional analysis to assess the proposed project's cumulative potential to result in aesthetic light and glare impacts, including and any required mitigation measures.

2. AGRICULTURE

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

No Impact. A significant impact may occur if the proposed project were to result in the conversion of state-designated agricultural land from agricultural use to another non-agricultural use. The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of “Important Farmland.” The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the project site is not included in the Important Farmland category.³ The project site is located in a heavily developed area of the City of Los Angeles and does not include any state-designated agricultural lands. No impact on farmland or agricultural resources would occur and no further study is necessary.

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

No Impact. A significant impact may occur if the proposed project were to result in the conversion of land zoned for agricultural use or under a Williamson Act contract from

³ *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 1998.*

agricultural use to another non-agricultural use. The proposed project would not involve the conversion of agricultural land to another use and the project site is not under a Williamson Act contract.⁴ Therefore, the proposed project would have no impact to agricultural resources and no further study is necessary.

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

No Impact. A significant impact may occur if a project results in the conversion of farmland to another, non-agricultural, use. Neither the project site nor nearby properties are currently utilized for agricultural activities and, as discussed in Section 2(a), the project site is not classified in any "Farmland" category designated by the State of California. No impact to the conversion of Farmland would occur and no further study is necessary.

Cumulative Impacts

No Impact. Development of the proposed project in conjunction with any related projects would not result in the conversion of state-designated agricultural land from agricultural use to another non-agricultural use. The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the project site and the surrounding area are not included in the Important Farmland category.⁵ The project site and any related projects are located in a heavily developed area of the City of Los Angeles and do not include any state-designated agricultural lands. There would be no significant cumulative impacts related to the loss of prime soils and no further study is necessary.

3. AIR QUALITY

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

Less Than Significant Impact. A significant impact may occur if the project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The applicable air quality plan for the proposed project is the South Coast Air Quality Management Plan (AQMP). The AQMP is developed by the Southern California Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG). A project is considered consistent with the AQMP if: 1) the proposed project will not increase the frequency or severity of existing air quality violations or cause or contribute to new violations,

⁴ *Williamson Act Program, California Division of Land Resource Protection, website: <http://www.consrv.ca.gov/DLRP/lca/index.htm>, February 19, 2004.*

⁵ *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 1998.*

or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP; and 2) the proposed project will not exceed the assumptions in the AQMP in 2010 or increments based on the year of project build-out phase.⁶

The AQMP growth assumptions are generated by SCAG. SCAG derives its assumptions, in part, based on the General Plans of cities located within the SCAG region. Therefore, if a project does not exceed the growth projections in the General Plan, then it is consistent with the growth assumptions in the AQMP. The City of Los Angeles General Plan land use designation for the project site is Very High Residential. The proposed numbered condominiums units would be consistent with the General Plan land use designations. Since the proposed project is consistent with the General Plan, it is assumed that the proposed project would not exceed the growth projections in the General Plan as well as the growth projections established by SCAG. Thus, the proposed project would not exceed the growth assumptions in the AQMP. Impacts to the applicable air quality plan would therefore be less than significant.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. A project may have a significant impact if project-related emissions would exceed federal, State or regional standards or thresholds, or if project-related emissions would substantially contribute to an existing or projected air quality violation. Demolition, grading, and construction of the project site would result in the creation of a variety of air pollutant emissions, such as fugitive dust, carbon monoxide, nitrogen dioxide, and sulfur dioxide. Such emissions may exceed the air quality standards established by the SCAQMD. During operation of the proposed project, regional emissions would be generated by mobile and stationary sources. Mobile emissions (e.g., carbon monoxide) would occur as a result of project-related motor vehicles traveling to and from the project site. Stationary source emissions would occur indirectly as a result of space and water heating systems, and various appliances. A traffic analysis has already been completed for the proposed project, which places the project below the West Los Angeles Transportation Improvement and Mitigation Specific Plan (TIMP) thresholds. Therefore, it can be concluded that operational impacts are not anticipated to be substantial significant. The EIR will provide additional analysis to assess the proposed project's potential to result in construction air quality impacts, including the quantification of air pollutant emissions created by the grading and construction phases of the project, identification of applicable regulations, and any required mitigation measures.

⁶ *South Coast Air Quality Management District, CEQA Air Quality Handbook, Chapter 12, Sections 12.2 and 12.3.*

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

Potentially Significant Impact. A significant impact may occur if the project would add a considerable cumulative contribution to federal or State non-attainment pollutant. Under procedures set forth in the SCAQMD CEQA Handbook, significance thresholds have been established for criteria pollutants for which the South Coast Air Basin is currently designated as non-attainment. These criteria pollutants are: Carbon Monoxide (CO); Nitrogen Oxides (NO_x); Reactive Organic Compounds (ROC); and Particulate Matter – Fugitive Dust (PM₁₀). Grading of the project site would result in the creation of a variety of air pollutant emissions, such as fugitive dust, carbon monoxide, nitrogen dioxide, and sulfur dioxide. The EIR will provide additional analysis to assess the proposed project's potential to result in air quality impacts, including the quantification of air pollutant emissions created by the grading and construction phases of the project, identification of applicable regulations, and any required mitigation measures.

- d) **Would the project expose sensitive receptors to substantial pollutant concentrations?**

Potentially Significant Impact. A significant impact may occur if the project would generate pollutant concentrations to a degree that would significantly affect sensitive receptors. SCAQMD protocol utilizes localized CO concentrations to determine pollutant concentration potential. This criteria pollutant is the most likely to concentrate locally and cause health impacts, and is the only criteria pollutant for which an accepted methodology for calculating and assessing impacts of local concentrations has been developed. Activities such as grading, and construction of the project site would have the potential to result in generation of CO emissions. CO emissions could be associated with truck traffic and equipment operation. The EIR will provide additional analysis to assess the proposed project's emission levels associated with such activities, and the relationship of projected CO concentrations to applicable state and federal CO standards, including the identification of any required mitigation measures.

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

Less Than Significant Impact. A project-related significant adverse effect could occur if construction or operation of the project would result in generation of odors that would be perceptible in adjacent sensitive areas. During the construction phase, paving of the project site would entail the application of asphalt that would produce discernible odors typical of most construction sites. Such odors would be a temporary source of nuisance to residents located adjacent to the project site, but because they are temporary and intermittent in nature, would

not be considered a significant environmental impact. No odors are expected during operation of the proposed project. Therefore, a less than significant impact is anticipated.

Cumulative Impacts

Potentially Significant Impact. The EIR will provide analysis to assess the proposed project's cumulative potential to result in air quality impacts, including the quantification of air pollutant emissions created by the grading and construction phases of the proposed project and any related projects, identification of applicable regulations, and any required mitigation measures.

4. BIOLOGICAL RESOURCES

- a) **Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

No Impact. A significant impact would occur if the project would remove or modify habitat for any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the State or federal regulatory agencies cited. The project site, located within the City of Los Angeles, is surrounded by urban development. There are no natural open spaces or areas of significant biological resource value on the project site or in the vicinity of the project site. No candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or the U.S. Fish and Wildlife Service (USFWS) are expected to occur on the project site, as the site contains no habitat for such species. The proposed project would not have an impact on any sensitive species or habitat and no further study is necessary.

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

No Impact. A significant impact would occur if riparian habitat or any other sensitive natural community identified locally, regionally, or by the State and federal regulatory agencies cited, were to be adversely modified without adequate mitigation. The project site is located in an area which has been previously developed in a heavily urbanized area of the City of Los Angeles. No riparian or other sensitive habitat areas are located on or adjacent to the project

site.⁷ Implementation of the proposed project would not result in any adverse impacts to riparian habitat or other sensitive natural communities and no further study is necessary.

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

No Impact. A significant impact would occur if federally protected wetlands, as defined by Section 404 of the Clean Water Act, would be modified or removed by the proposed project without adequate mitigation. Review of the National Wetlands Inventory identified no protected wetlands in the project area.⁸ Therefore, the project site does not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act (see Section 4(b), above). No project impacts to riparian or wetland habitats would occur and no further study is necessary.

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

No Impact. A significant impact would occur if the proposed project would interfere or remove access to a migratory wildlife corridor or impede the use of native wildlife nursery sites. The project site is located in a heavily developed area of the City of Los Angeles. No wildlife corridors are located on-site or in the project area due to the high level of existing urban development. No project impacts to fish or wildlife corridors would occur and no further study is necessary.

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

No Impact. A project-related significant adverse effect could occur if the proposed project would cause an impact which is inconsistent with local regulations pertaining to biological resources. Local ordinances protecting biological resources are limited to the City of Los Angeles Oak Tree Preservation Ordinance. The project site is currently vacant and does not contain any oak trees. Thus, the project site would not affect any local policies or ordinances protecting or preserving biological resources. No project impacts to locally protected biological resources would occur and no further study is necessary.

⁷ Los Angeles City Planning Department, *Environmental and Public Facilities Maps: Significant Ecological Areas, September 1, 1996.*

⁸ U.S. Fish & Wildlife Service, *National Wetlands Inventory, website: <http://www.nwi.fws.gov>, June 1, 2004.*

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

No Impact. A significant impact would occur if the proposed project is inconsistent with mapping or policies in any conservation plans of the types cited. The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. No project impact to any adopted habitat or conservation plans would occur and no further study is necessary.

Cumulative Impacts

Less Than Significant Impact. Development of the proposed project in conjunction with any related projects would not significantly impact wildlife corridors or habitat for any candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or the U.S. Fish and Wildlife Service (USFWS). No such habitat is expected to occur in the City of Los Angeles area due to the high level of existing urban development. Furthermore, a review of the USGS Topographic Map identified no surface water features or vegetation indicative of wetland areas (i.e., cattails and sedges) in the project area.⁹ Local ordinances protecting biological resources are limited to the City of Los Angeles Oak Tree Preservation Ordinance. Although, the project site does not contain any oak trees, there is a possibility that some of the related project sites could contain oak trees. Any removal of oak trees would be done in accordance with the City of Los Angeles Oak Tree Preservation Ordinance. Thus, cumulative impacts to biological resources would be less than significant and no further study is necessary.

5. CULTURAL RESOURCES

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

No Impact. Section 15064.5 of the State CEQA Guidelines defines a historical resource as: (1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or (3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering,

⁹ *Wildflower Productions, TOPO! Interactive Maps on CD-ROM, Los Angeles, Santa Barbara, and Surrounding Rec. Areas, version 2.3.2 (or upgraded to 2.7.8), 1999.*

scientific, economic, agricultural, educational, social, political, military or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A project-related significant adverse effect could occur if the proposed project would adversely affect a historical resource meeting one of these definitions.

The proposed project includes the development of a 21-story condominium building. There are no National Register or California State Historic Resource properties, California Historical landmarks, California Points of Historic Interest or City of Los Angeles Historic-Cultural Monuments on the project site. The closest City of Los Angeles Historic-Cultural Monuments is the Holmby House, located approximately 0.5 mile west of the project site.¹⁰ Therefore, no project impact to historical resources would occur and no further study is necessary.

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

Potentially Significant Impact Unless Mitigation Incorporated. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources which meet the criteria for historical resources, as discussed above, or resources which constitute unique archaeological resources. A project-related significant adverse effect could occur if the project were to affect archaeological resources which fall under either of these categories.

The project site is located in an urbanized area. As determined by the City of Los Angeles, no archaeological sites or survey areas have been identified on the project site.¹¹ Any surface archeological remains that might have once occurred on the project site would have long since been eliminated by past development activities. However, there is a remote possibility that archeological resources exist below the surface, and that these remains could be encountered during site preparation. While no further evaluation of this issue is recommended, mitigation is recommended, consistent with standard City of Los Angeles Conditions of Approval, to identify any previously unidentified archeological resources uncovered by project construction activity. This would ensure that project impacts would remain less than significant. In addition, no further study is necessary.

Mitigation Measures

- 5-1. In the event that subsurface archaeological resources/human remains are encountered during the course of grading and/or excavation, all development must temporarily cease in these areas until the archaeological resources are properly assessed and

¹⁰ City of Los Angeles Cultural Affairs Department, website: <http://www.culturela.org/>, June 1, 2004.

¹¹ Los Angeles City Planning Department, *Environmental and Public Facilities Maps: Prehistoric & Historic Archaeological Sites & Survey Areas and Vertebrate Paleontological Resources*, September 1, 1996.

subsequent recommendations are determined by a qualified archaeologist. In the event that human remains are discovered, there shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. These code provisions require notification of the County Coroner and the Native American Heritage Commission, who in turn must notify those persons believed to be most likely descended from the deceased Native American for appropriate disposition of the remains. Excavation or disturbance may continue in other areas of the project site that are not reasonably suspected to overlie adjacent remains or archaeological resources.

- 5-2. Copies of the archeological survey, study, or report shall be submitted to the South Central Coastal Information Center at California State University, Fullerton.

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

Potentially Significant Impact Unless Mitigation Incorporated. A project-related significant adverse effect could occur if grading or excavation activities associated with the proposed project would disturb paleontological resources or geologic features which presently exist within the project site. There are no known paleontological resources on the project site.¹² There is a remote possibility that unsuspected paleontological resources exist below the ground surface and could be encountered during construction. While no further evaluation of this issue is recommended, periodic monitoring during construction is recommended, consistent with standard City of Los Angeles Conditions of Approval, to identify any previously unidentified paleontological resources uncovered by project construction activity. This would ensure that project impacts would remain less than significant. In addition, no further study is necessary

Mitigation Measures

The following mitigation measures are recommended to ensure compliance with standard City of Los Angeles Conditions of Approval and reduce potential project impacts to a less than significant level.

- 5-3. If any paleontological materials are encountered during the course of project development, construction activities in these areas shall be temporarily halted.
- 5-4. The services of a paleontologist shall be secured by contacting the Center for Public Paleontology, which can be found at the following universities: USC, UCLA,

¹² *Environmental and Public Facilities Maps, Los Angeles City Planning Department: Prehistoric & Historic Archeological Sites & Survey Areas and Vertebrate Paleontological Resources, September 1, 1996.*

California State University at Los Angeles, and California State University at Long Beach, or at the County Museum, to assess paleontological resources and evaluate potential impacts.

- 5-5. Copies of any paleontological survey, study, or report shall be submitted to the Los Angeles County Natural History Museum.

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

Potentially Significant Impact Unless Mitigation Incorporated. A project-related significant adverse effect could occur if grading or excavation activities associated with the proposed project would disturb previously interred human remains. While there is no evidence that human remains are located on the project site, there is still a possibility that the construction phase of the proposed project could encounter human remains, which in turn could result in potentially significant cultural resource impacts. However, provided the mitigation measures listed above in Section 5(b) are implemented, the proposed project would not result in significant impacts and no further study is necessary.

Cumulative Impacts

Potentially Significant Impact Unless Mitigation Incorporated. It is unknown as to whether or not any related projects would, on their own, result in significant impacts upon historic resources. Similar to the proposed project, such determinations would be made on a case-by-case basis and, if necessary, the appropriate mitigation measures would be implemented. There is a remote possibility that unsuspected paleontological resources exist below the ground surface in other surrounding areas and could be encountered during construction of any related projects. However, as with the proposed project, any related projects would be subject to the mitigation measures proposed above which would reduce the potential for impacts to paleontological resources to a less than significant level, should such resources be encountered. Therefore, cumulative impacts to cultural resources would be less than significant and no further study is necessary.

6. GEOLOGY AND SOILS

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

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

Potentially Significant Impact. A significant impact may occur if the project site is located within a state-designated Alquist-Priolo Zone or other designated fault zone, and appropriate building practices are not employed. According to the Fault-Rupture Hazard Zone Special Publication 42, no known active or potentially active faults are located on or near the project site.¹³ There are no known State-designated Alquist-Priolo Earthquake Fault Zones crossing the project site.¹⁴ The fault closest to the project site is the active Santa Monica Fault Zone, located north of the Santa Monica Freeway (I-10). The location of the Santa Monica fault is not precisely known because it is buried. However, the City of Los Angeles Safety Element does not include the Santa Monica fault within a Fault Rupture Study Area. The EIR will provide additional analysis to assess the proposed project's potential to result in geologic impacts, including identification of any mitigation measures.

- (ii) **Strong seismic ground shaking?**

Potentially Significant Impact. A significant impact may occur if the proposed project represents an increased risk to public safety or destruction of property by exposing people, property or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with locations in the southern California region.

As with all properties in the seismically active Southern California region, the project site is susceptible to ground shaking during seismic events produced by local faults. While it is likely that the project site would be shaken by future earthquakes produced in southern California, modern, well-constructed buildings are designed to resist ground shaking through the use of shear panels and reinforcement.

While the understanding of seismic activity grows over time as additional faults are discovered, the project site currently is not included in a State-designated Alquist-Priolo Earthquake Fault

¹³ *Fault-Rupture Hazard Zones in California, Special Publication 42, Department of Conservation, Division of Mines and Geology, Revised 1997.*

¹⁴ *Los Angeles City Planning Department, Environmental and Public Facilities Maps: Fault Rupture Study Zones and State-designated Alquist-Priolo Earthquake Fault Zones, September 1, 1996.*

Zone (see Section 6(a)(i), above). Potential impacts from seismic ground shaking are present throughout Southern California and would not be higher at the project site than for most of the City of Los Angeles or elsewhere in the region. Also, the City of Los Angeles Uniform Building Code, revised since the 1994 Northridge Earthquake, contains construction requirements to assure habitable structures are built to a level of acceptable seismic risk. The EIR will provide additional analysis to assess the proposed project's potential to result in geologic impacts, including identification of any mitigation measures.

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

Less Than Significant Impact. A significant impact may occur if the proposed project is located in an area identified as having a high risk of liquefaction and mitigation measures required within such designated areas are not incorporated into the project. Liquefaction describes a phenomenon where cyclic stresses, which are produced by earthquake-induced ground motions, create excess pore pressures in cohesionless soils. As a result, the soils may acquire a high degree of mobility, which can lead to lateral spreading, consolidation and settlement of loose sediments, ground oscillation, flow failure, loss of bearing strength, ground fissuring, and sand boils, along with other damaging deformations. This phenomenon occurs only below the water table, but after liquefaction has developed, it can propagate upward into overlying, non-saturated soils as excess pore water escapes. The possibility of liquefaction occurring at a given site is dependant upon the occurrence of a significant earthquake in the vicinity, sufficient groundwater to cause high pore pressures, and the grain size, relative density, and confining pressures of the soil at the project site. The project site is not located within an identified liquefaction hazard area.¹⁵ Impacts with regard to liquefaction would be less than significant and no further study is necessary.

(iv) Landslides?

Less Than Significant Impact. A project-related significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding. The project site is located in an area designated as having clusters of small surficial landslides.¹⁶ However, project site is not immediately adjacent to any mountains or steep slopes and is topographically flat. Therefore, the probability of landslides, including seismically induced landslides, is considered to be less than significant and no further study is necessary.

¹⁵ Los Angeles City Planning Department, *Environmental and Public Facilities Maps: Areas Susceptible to Liquefaction, September 1, 1996.*

¹⁶ City of Los Angeles Bureau of Engineering, *Navigate LA, website: <http://navigatela.lacity.org/index01.htm>, June 1, 2004.*

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

Potentially Significant Impact. A significant impact may occur if a project exposes large areas to the erosional effects of wind or water for a protracted period of time. During construction, grading would expose minimal amounts of soil for a limited time, allowing for possible erosion. Although project development has the potential to result in minor erosion of soils during site preparation and construction activities, erosion would be reduced by implementation of stringent erosion controls imposed during grading and building permit regulations. However, the potential for soil erosion during the ongoing operation of the proposed project is relatively low due to the generally level topography of the project area and the fact that the project site would be almost entirely paved over and landscaped. All grading activities would require grading permits from the Department of Building and Safety, which would include requirements and standards designed to limit potential impacts to acceptable levels. In addition, on-site grading and site preparation must comply with all applicable provisions of Chapter IX, Division 70 of the Los Angeles Municipal Code which addresses grading, excavations, and fills. The EIR will provide additional analysis to assess the proposed project's potential to result in geologic impacts, including an assessment of erosion, loss of top soil, BMPs during construction, and any required mitigation measures.

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

Potentially Significant Impact. A significant impact may occur if the project is built in an unstable area without proper site preparation or design features to provide adequate foundations for project buildings, thus posing a hazard to life and property. No unusual water extractions or other practices would occur that are typically associated with project-related subsidence. While the project site is located in a zone that is considered to have a low potential for liquefaction, additional analysis is required. The EIR will provide additional analysis to assess the proposed project's potential to result in geologic impacts, including an assessment of depth of groundwater below the project site, the potential for the proposed project to be subject to ground failure, subsidence potential, and any required mitigation measures.

d) Would the project be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Potentially Significant Impact. A significant impact may occur if the project is built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus posing a hazard to life and property. The EIR will provide additional analysis to assess the proposed project's potential to result in geologic

impacts, including an assessment of the location of expansive soils, and any required mitigation measures.

- e) **Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

No Impact. This question would apply to the proposed project only if it were located in an area not served by an existing sewer system. The project site is located in a developed area of the City of Los Angeles, which is served by a wastewater collection, conveyance, and treatment system operated by the City of Los Angeles. No septic tanks or alternative disposal systems are necessary, nor are they proposed. No impact would occur and no further study is necessary.

Cumulative Impacts

No Impact. Development of the proposed project in conjunction with any related projects would result in further “infilling” of various land uses in the City of Los Angeles area. Geotechnical hazards are site-specific and there is little, if any, cumulative relationship between development of the proposed project and any related projects. As such, construction of any related projects is not anticipated to combine with the proposed project to cumulatively expose people or structures to such geologic hazards as landslides and/or unstable soils, or to increase the potential for soil erosion or the loss of topsoil. Therefore, no cumulative geological impacts are anticipated from the proposed project and any related projects.

7. HAZARDS AND HAZARDOUS MATERIALS

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

No Impact. A significant impact may occur if the proposed project would involve the use or disposal of hazardous materials as part of its routine operations, or would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. Uses sensitive to hazardous emissions (i.e., sensitive receptors) in the area consist of the multi-family residential uses located to the west of the project site and single-family residential uses located to the south of the project site. Other than typical cleaning solvents used for janitorial purposes, no hazardous materials would be used, transported or disposed of in conjunction with the routine day-to-day operations of the proposed project. No impact would occur and no further study is necessary.

- b) Would the project create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

No Impact. A significant impact may occur if the project would utilize substantial quantities of hazardous materials as part of its routine operations and could therefore potentially pose a hazard to nearby sensitive receptors under accident or upset conditions. As discussed in Section 7(a), the proposed project would use, at most, minimal amounts of hazardous materials for routine cleaning and therefore would not pose any substantial potential for accident conditions involving the release of hazardous materials. No impact would occur and no further study is necessary.

- c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

No Impact. A project-related significant adverse effect may occur if the project site is located within one-quarter mile of an existing or proposed school site, and is projected to release toxic emissions which would pose a health hazard beyond regulatory thresholds. There are no schools located within one-quarter mile of the project site. The nearest school, Warner Avenue Elementary, is approximately 0.6 mile from the project site. In addition, as stated in Section 7(a), above, the proposed project would use, at most, minimal amounts of hazardous materials and therefore would not pose any substantial potential for accident conditions involving the release of hazardous materials. Thus, there would be no impact concerning the emission of hazardous materials near an existing school or proposed school and no further study is necessary.

- d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

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

hazard to surrounding sensitive uses. The project site is not included on any of the above lists.¹⁷ No impact would occur and no further study is necessary.

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

No Impact. A significant project-related impact may occur if the proposed project were placed within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The nearest airport is the Santa Monica Airport, a general aviation airport located approximately 6.4 miles to the southwest of the project site. Furthermore, the project site is not in an airport land use plan.¹⁸ Therefore, no impact would occur and no further study is necessary.

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

No Impact. This question would apply to the proposed project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The proposed project is not located in the vicinity of a private airstrip. No impact would occur and no further study is necessary.

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

Less Than Significant Impact. A significant impact may occur if the project were to interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan, or would generate sufficient traffic to create traffic congestion that would interfere with the execution of such a plan. The proposed project would not be expected to interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan, nor would it generate sufficient traffic to create traffic congestion that would interfere with the execution of such a plan. Therefore, the proposed project would not be expected to interfere with or disrupt an adopted emergency response plan or emergency evacuation plan and no further study is necessary.

¹⁷ Environmental Protection Agency, *Superfund*, website: <http://www.epa.gov/superfund/sites/index.htm>, June 1, 2004.

¹⁸ City of Los Angeles Department of Planning, *Zone Information and Map Access System*, website: <http://zimas.lacity.org/>, June 1, 2004.

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

No Impact. A significant impact may occur if the project is located in proximity to wildland areas and poses a potential fire hazard, which could affect persons or structures in the area in the event of a fire. The project site is located in an urbanized portion of the City of Los Angeles that does not include wildlands or high fire hazard terrain or vegetation.¹⁹ No impact would occur and no further study is necessary.

Cumulative Impacts

Less Than Significant Impact. Development of the proposed project in combination with any related projects has the potential to increase the use, storage, transport, and/or release of hazardous materials. However, it is unlikely that any related project would combine with the proposed project, resulting in significant cumulative impacts. Nevertheless, the presence of any hazardous substances associated with any related projects in the vicinity of the proposed project would require evaluation for potential threats to public safety. This would occur for each individual project affected, in conjunction with development proposals on these properties. Further, local municipalities are required to follow local, state and federal laws regarding hazardous materials. Therefore, assuming compliance with local, state and federal laws pertaining to hazardous materials, cumulative impacts are considered less than significant. With respect to hazards from wildfires, the proposed project area (including the related projects) is an urbanized portion of the City of Los Angeles that does not include wildlands or high fire hazard terrain or vegetation. Therefore, no cumulative wildfire impacts are anticipated and no further study is necessary.

8. HYDROLOGY AND WATER QUALITY

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

BENZENE INFORMATION TO BE ADDED

Potentially Significant Impact Unless Mitigation Incorporated. A significant impact may occur if the proposed project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if the proposed project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include compliance with the Standard

¹⁹ *City of Los Angeles Department of Planning, Zone Information and Map Access System, website: <http://zimas.lacity.org/>, June 1, 2004.*

Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

The project would not include industrial discharge to any public water system and would, therefore, not violate any water quality standards or waste discharge requirements. With appropriate project design and compliance with the applicable federal, State, and local regulations, Code requirements, and permit provisions, no significant impacts related to potential discharge into surface water or changes in water quality are anticipated and no further study is necessary.

Mitigation Measures

8-1. Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. The applicant shall meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board.

- b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

Potentially Significant Impact Unless Mitigation Incorporated. A significant impact may occur if the proposed project would include deep excavations which would have the potential to interfere with groundwater movement, or if the project included withdrawal of groundwater or paving of existing permeable surfaces important to groundwater recharge. The proposed project does not propose any groundwater wells or pumping activities. All water supplied to the project site would be derived from the City's existing water supply and infrastructure. However, the construction of the proposed project would include the development of a three and a half level subterranean garage. Therefore, depending on the groundwater level dewatering of the project site could be required. The EIR will provide additional analysis to assess the proposed project's potential to result in dewatering of the project site and any required mitigation measures. With appropriate project design and compliance with the applicable federal, State, and local regulations, Code requirements, and permit provisions, no significant impacts related to groundwater are anticipated.

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

Less Than Significant Impact. A significant impact may occur if the proposed project would result in a substantial alteration of drainage patterns that would in turn result in a substantial increase in erosion or siltation during construction or operation of the project. The project site is located in a highly urbanized area and no stream or river courses are located in the project vicinity. Runoff from the proposed project would drain to the street. The drainage pattern would be designed to connect to the existing storm water infrastructure. Appropriate catch basins to retain rainfall during a storm event and debris filters would be installed at strategic locations in accordance with the SWPPP, which is a mandatory requirement under the NPDES permitting process. As such, any erosion or siltation from the project site would be reduced to less than significant levels and no further mitigation is warranted. No further study is necessary.

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

Less Than Significant Impact. A significant impact may occur if the proposed project would result in increased runoff volumes during construction or operation, which in turn could result in flooding conditions affecting the project site or nearby properties. The proposed project would increase the amount of impervious surface area on the currently undeveloped project site through the construction of the 21-story condominium building. However, as described in Section II. Project Description, only 52.8 percent of the project site would be developed. The remainder of the project site would be landscaped as open space (i.e. pervious surface). As described in Section 8(c), runoff from the proposed project would drain to the street and be designed to connect to the existing storm water infrastructure. Impacts pertaining to increased surface runoff would be less than significant and no further study is necessary.

- e) **Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

Potentially Significant Impact Unless Mitigation Incorporated. A significant impact may occur if the volume of storm water runoff from the project site were to increase to a level which exceeded the capacity of the storm drain system serving the project site. A project-related significant adverse effect would also occur if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system. Runoff from the project site would be collected on-site and directed towards existing storm drains in the

project vicinity, which serve a large urbanized area and are considered adequate to handle existing runoff. Development of the proposed project would only slightly increase the volume of stormwater runoff from the project site, as discussed in Section 8(d), above. Therefore, the proposed project would not provide substantial additional sources of polluted runoff to the storm drain system nor would it increase storm water runoff from the project site above existing levels.

Construction-Related Project Impacts

Three general sources of potential short-term construction-related stormwater pollution associated with the proposed project are: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion and transportation via storm runoff or mechanical equipment. Generally, routine safety precautions for handling and storing construction materials may effectively mitigate the potential pollution of stormwater by these materials. These same types of common sense, “good housekeeping” procedures can be extended to non-hazardous stormwater pollutants such as sawdust and other solid wastes.

Poorly maintained vehicles and heavy equipment leaking fuel, oil, antifreeze, or other fluids on the construction site are also common sources of stormwater pollution and soil contamination.

Grading activities can greatly increase erosion processes. Two general strategies are recommended to prevent construction silt from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed. Secondly, the area should be secured to control off-site migration of pollutants. These best management practices (BMPs) are outlined in greater detail in the following Mitigation Measures section. When properly designed and implemented, these “good-housekeeping” practices are expected to reduce short-term, construction-related impacts to a less than significant level and no further study is necessary.

Operation-Related Project Impacts

Activities associated with operation of the proposed project would generate substances that could degrade the quality of storm water runoff. The deposition of certain chemicals by cars in the parking structure could have the potential to contribute metals, oil and grease, solvents, phosphates, hydrocarbons, and suspended solids to the storm drain system. However, impacts to water quality would be reduced since the proposed project would be required to comply with water quality standards and wastewater discharge BMPs set forth by the City of Los Angeles and the SWRCB. In addition, required design criteria, as established in the SUSMP for Los Angeles County, would be incorporated into the proposed project to minimize the off-site

conveyance of pollutants. Compliance with existing regulations would reduce the potential for water quality impacts to a less than significant level and no further study is necessary.

Mitigation Measures

8-2. During construction, the project applicant shall implement all applicable and mandatory Best Management Practices (BMPs) in accordance with the SUSMP and City of Los Angeles Stormwater Management Program. These BMPs shall include, but not be limited, to the following:

- Erosion control procedures shall be implemented for exposed areas,
- Appropriate dust suppression techniques, such as watering or tarping, shall be used,
- Construction entrances shall be designed to facilitate removal of debris from vehicles exiting the site,
- Truck loads shall be tarped; and
- All construction equipment and vehicles shall be inspected for and leaks repaired according to a regular schedule, specified in the Grading Plan approved by the Department of Building and Safety.

f) Would the project otherwise substantially degrade water quality?

No Impact. A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. Other than the sources discussed above, as described in Section 7(e), the proposed project does not include other potential sources of contaminants which could potentially degrade water quality. Therefore, the proposed project would not degrade water quality and no further study is necessary.

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

No Impact. This question would apply to the proposed project only if it were placing housing in a 100-year flood zone. As indicated by the City of Los Angeles, the project site is not located within a 100-year flood zone.²⁰ The project site is located in Zone C, defined as areas

²⁰ City of Los Angeles Bureau of Engineering, *Navigate LA*, website: <http://navigatela.lacity.org/floodgis/index01.cfm>, June 1, 2004.

with less than 1.0 percent annual probability of flooding.²¹ Therefore, the proposed project would not have risks of flooding and no further study is necessary.

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

No Impact. A significant impact may occur if the proposed project were located within a 100-year flood zone, which could thus impede or redirect flood flows. As mentioned in Section 8(g), the project site is not located within a 100-year flood hazard area. The project site is located in a highly urbanized area and would not have the potential to impede or redirect floodwater flows. No impact would occur and no further study is necessary.

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. A significant impact may occur if the proposed project would expose people or structures to a significant risk of loss or death caused by a seiche, which is a surface wave created when a body of water is shaken, or inundation, which is due to water storage facility failure. The project site does not lie in a potential inundation area.²² There are no major dams or waterways located on or near the project site. As discussed in Section 7(h), flooding from other sources is not expected. Therefore, a minimal risk of flooding from dam failure would not be exacerbated. No impact would occur to people as a result of flooding and no further study is necessary.

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

No Impact. A significant impact may occur if the project site is sufficiently close to the ocean or other water body to be potentially at risk of the effects of seismically-induced tidal phenomena (i.e., seiche and tsunami), or if the project site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows.

The Pacific Ocean is located approximately five miles to the west of the project site. The project site does not lie in a potential tsunami zone.²³ Tsunamis are considered to be a remote possibility that would likely only occur during extremely severe seismic shaking conditions. As

²¹ City of Los Angeles Bureau of Engineering, *Navigate LA*, website: <http://navigatela.lacity.org/floodgis/index01.cfm>, June 1, 2004.

²² Los Angeles City Planning Department, *Environmental and Public Facilities Maps: Inundation and Tsunami Hazard Areas*, September 1, 1996.

²³ Los Angeles City Planning Department, *Environmental and Public Facilities Maps: Inundation and Tsunami Hazard Areas*, September 1, 1996.

mentioned in Section 8(h), the project site does not lie in a potential inundation area. As described in Section 6(a)(iv), the project site is not in a hillside area or located near a stream or river, and would therefore not be subject to mudflow impacts. There is no potential for significant risk of loss or death as a result of a seiche, tsunami, or mudflow and no further study is necessary.

Cumulative Impacts

Less Than Significant Impact. Development of the proposed project in conjunction with any related projects would result in the further infilling of uses in an already urbanized area. As discussed above, the project site and surrounding area is served by storm drains. Runoff from the project site and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest drainage improvements. It is likely that most related projects would also drain to the surrounding street system. However, a small amount of additional cumulative runoff is expected from the project site and any related project sites, since this part of the City of Los Angeles is already fully developed with impervious surfaces. Therefore, cumulative impacts to the existing or planned stormwater drainage systems would be less than significant. In addition, all related projects would be required to implement BMPs and to conform to the existing NPDES water quality program. Therefore, cumulative water quality impacts would also be less than significant and no further study is necessary.

9. LAND USE AND PLANNING

a) Would the project physically divide an established community?

No Impact. A significant impact may occur if the proposed project would be sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. A typical example would be a project which involves a continuous right-of-way, such as a roadway, which would divide a community and impede access between parts of the community. The proposed project is a residential development which would consist of the construction of 35 condominiums. No separation of uses or disruption of access between land use types would occur as a result of the proposed project. Therefore, implementation of the proposed project would not disrupt or divide the physical arrangement of the established surrounding community. No impact would occur and no further study is necessary.

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

Less Than Significant Impact. A significant impact may occur if the proposed project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would therefore potentially cause adverse environmental effects which the General Plan and zoning ordinance are designed to avoid or mitigate. The project site is located in a heavily urbanized area of Los Angeles which has been previously disturbed by past developments. The proposed project is functionally compatible with surrounding residential development in the area. There are residential uses located to the northwest, west, and south of the project site. Furthermore, the design, height, and massing of the building would be consistent with existing development located along Wilshire Boulevard and would present a desirable image for this area. No separation of uses or disruption of access between land use types would occur as a result of the proposed project.

The General Plan of the City of Los Angeles regulates land use issues and planning policies for the entire City. All development activity on-site is subject to the land use regulations of the Westwood Community Plan, West Los Angeles Transportation Improvement and Mitigation Specific Plan, and the City of Los Angeles Planning and Zoning Code (Zoning Code). The project site is also located within the planning area of the Southern California Association of Governments (SCAG), the Southern California region's federally-designated metropolitan planning organization. The proposed project is also located within the South Coast Air Basin, and therefore is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

Existing Land Use Regulations

Westwood Community Plan Area

The Westwood Community Plan Area designates the project site as Very High Residential (R5). The surrounding areas are designated as follows; to the north the areas are Very High Residential and Public Facilities (PF), to the west the area is Very High Residential, to the south the area is Residential Low Density Low (RS and R1), and to the east the area is zoned Open Space (OS and A1).²⁴

²⁴ City of Los Angeles Westwood Community Plan Area, General Land Use Map, July 27, 1999.

Wilshire-Westwood Scenic Corridor Specific Plan

The project site is located within the Wilshire-Westwood Scenic Corridor Specific Plan (Specific Plan). The Wilshire-Westwood Scenic Corridor Specific Plan is intended to implement expressed policies set forth in the Citywide Scenic Highways Plan, which are individually tailored to address the unique character of this portion of the designated Scenic Highway, Wilshire Boulevard. Specific criteria are established to guide the on-going and future development along Wilshire Boulevard. These criteria include minimizing traffic and parking problems along Wilshire Boulevard, enhancing the aesthetic qualities of the Specific Plan area, encouraging more open space, reducing the impact of high-density residential development, and reducing the impact of shadows caused by high-rise buildings within and adjacent to the Specific Plan area. Furthermore, future development located within the Specific Plan area is subject to the Westwood Community Design Review Board (DRB). The DRB was established to assure that the development of the area is in accordance with the provisions of the Westwood Community Plan, any applicable specific plans, and any design guidelines as may be adopted by the City Council. The DRB also reviews projects to ensure that they would promote orderly, attractive, and harmonious development within multi-residential areas, provide guidelines and a process for review and approval of design of buildings proposed for construction within the area, and prevent the development of structures or uses which are not of acceptable exterior design or appearance.

Specific Plan Background. As discussed in Section II. Project Description, on June 29, 1977, the Los Angeles City Planning Department issued a Conditional Negative Declaration (CND) for a condominium project at 10250 West Wilshire Boulevard (CND-213-77-SUB). The Tentative Tract Map (TTM) was recorded on October 31, 1979. Conditions for TTM 27025 provide that development on the project site be limited to 35 units and a minimum of 103 parking spaces.

Although the proposed project is within the Specific Plan area, it is exempted from the Specific Plan's provisions. The Specific Plan became effective in 1981, shortly after the Final Tract Map was recorded. However, if a tract map application for a project was filed between July 25, 1972 and June 5, 1980, the project is exempt from the Corridor Specific Plan pursuant to Ordinance 155,044, Section 14.A of that plan. The Tract Map application for the proposed project was filed in the mid-1970s. Thus, the proposed project is exempt from the provisions of the Corridor Specific Plan.

West Los Angeles Transportation Improvement and Mitigation Specific Plan

The project site is located within the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP). The Transportation Specific Plan sets forth goals to maintain the community's distinctive character, including, but not limited to; requiring traffic

analysis for projects which generate 42 or more P.M. peak hour traffic trips; providing a mechanism to fund specific transportation improvements due to transportation impacts generated by new development with the WLA TIMP area; establishing a WLA TIMP area infrastructure implementation process; and preventing peak Hour Level of Service (LOS) on streets and intersections from reaching LOS "F". A traffic study has already been completed for the propose project, which places the project below the TIMP thresholds. Nevertheless, this issue will be analyzed in the EIR.

Existing Zoning

Project Site. The project site is currently zoned [Q]R5-3 (Residential Multiple Dwelling).²⁵ Allowable uses in the R5 Residential Zone include uses allowed in the R4 zone (i.e., multi-family residential), hotels, motels, retirement hotels, clubs or lodges, hospitals or sanitariums, and accessory uses/buildings. Multi-family residential uses in the R5 zone may be built to a density of one unit for every 200 square feet of lot area. A maximum of 125 units could be built on the project site under the R5 standard.

The project site is located in Height District 3, which permits a total floor area up to ten times the buildable area of the project site. The [Q] condition states that a Design Review administered by the Westwood Community Design Review Board would be required for the proposed project

Surrounding Land Uses. Properties immediately to the north of the project site are zoned [Q]PF-1XL (Public Facility) with a Height District designation of 1XL. The PF designation allows agriculture uses, public parking facilities, fire stations, police stations, government buildings, public libraries, and public schools. The Extra Limited Height District Designation (1XL) limits any building or structure to two stories and 30 feet in height. The properties to the east are zoned A1-1XL (Agriculture). The A1 designation allows single-family uses, parks, playgrounds, golf courses, agricultural uses, and accessory buildings. Properties to the west of the project site are zoned [Q]R5-3. Uses to the south of the proposed project site are zoned R1-1. The R1 designation allows single-family uses, parks, playgrounds, multi-family units, and accessory buildings. The Height District 1 limits building height to 45 feet.²⁶

²⁵ City of Los Angeles Department of Planning, *Zone Information and Map Access System*, website: <http://zimas.lacity.org/>, June 1, 2004.

²⁶ City of Los Angeles Department of Planning, *Zone Information and Map Access System (ZIMAS)*, website: <http://zimas.lacity.org/>, June 1, 2004.

Consistency with City Classifications and Requirements

The Citywide General Plan Framework Element generally refers to the Community Plans for specific land use locations and entitlements. The proposed project consists of the development of a 21-story condominium project.

Zoning Designation and Community Plan. The proposed project uses, consisting of 35 condominium uses, are consistent with the R5 zoning designations and the Very High Residential General Plan designation. The proposed project would be consistent with the Zoning Code and General Plan.

Specific Plan. Even though the proposed project is clearly exempt from the provisions of the Specific Plan it still complies with various elements of the Specific Plan. The following demonstrates how the proposed project complies.

- The proposed 21-story condominium project conforms to all provisions contained within the Westwood Community Plan and design guidelines;
- The shadow analysis, as discussed in Section 1(d) indicates compliance with the Specific Plan criteria;
- No ventilation equipment would be located within public view;
- No part of the parking garage, other than access ramps, would be visible from any of the streets. Roof decks resulting from the parking structure are integrated with the extensive landscape program of gardens and terraces and visible vertical surfaces are articulated to be compatible and integral with the architecture of the building; and
- Landscape materials would be compatible with the context of the Wilshire-Westwood Scenic Corridor. In addition, the landscape design is inspired by that which was traditionally found surrounding Los Angeles famous residential landmarks.

Floor Area Ratio (F.A.R.) Requirements. The proposed residential building would have a maximum height of 310 feet (21-stories total). Height District No. 3 allows ten times the buildable area of a lot. As proposed, the project would have an FAR of 168,040 square feet, which is allotted amount of buildable area. The proposed project would be consistent with the FAR requirements.

Setbacks. The project site consists of one large parcel totaling 25,017 square feet. The project building would be centrally located and setbacks easily met. With an R5 zoning

designation a 15-foot front yard setback from Club View Drive would be required, a 16-foot side yard setback from Comstock Avenue and the east side of the project site would be required, and a 25-foot setback from Wilshire Boulevard would be required. The proposed project would meet these setbacks by allotting approximately 8,216 square feet for setbacks. Therefore, the project meets the building setbacks requirements.

Required Entitlements

The proposed project is designed and proposed to be approved as a condominium development. Implementation of the proposed project would or may require the following discretionary actions by the City of Los Angeles and/or other agencies:

- Westwood Community Design Review Board, per Ordinance No. 163,204.

Regional Plans

The project site is located within the six-County region that comprises the SCAG planning area. Adopted policies included in SCAG's RCPG (1996) that are related to land use are contained primarily in Chapter 3, Growth Management. The proposed project would be consistent with policies set forth in this chapter, as it would: 1) be located in an area where improvements would not cause adverse environmental impacts, and 2) be located in an area that is generally developed or landscaped, thereby preserving other open space areas. Furthermore, as the proposed project would involve the construction of a residential use in an urbanized area, it would not result in substantial growth in the City or sub-region and, thus, would be consistent with SCAG's growth projections.

Project consistency with the SCAQMD's Air Quality Management Plan (AQMP) is discussed in Section 3(a).

Based on the above approval of the required entitlements, implementation of the proposed project would not conflict with applicable regional plans or policies adopted by agencies with jurisdiction over the project. Impacts would be less than significant and no further study is necessary.

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

No Impact. A project-related significant adverse effect could occur if the project site is located within an area governed by a habitat conservation plan or natural community conservation plan. As discussed in Section 4 (above), no such plans presently exist which govern any portion of the project site. The project site is located within a heavily urbanized area of Los Angeles

which has been previously disturbed. Therefore the proposed project would not have the potential to cause such effects, and no impact would occur and no further study is necessary.

Cumulative Impacts

No Impact. Development of any related projects is expected to occur in accordance with adopted plans and regulations. It is also expected that most related projects would be compatible with the zoning and land use designations of each site and their existing surrounding uses. In addition, it is reasonable to assume that the projects under consideration in the surrounding area would implement and support local and regional planning goals and policies. Therefore, no significant cumulative land use impacts are anticipated and no further study is necessary.

10. MINERAL RESOURCES

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. A significant impact may occur if the project site is located in an area used or available for extraction of a regionally-important mineral resource, or if the proposed project would convert an existing or future regionally-important mineral extraction use to another use, or if the proposed project would affect access to a site used or potentially available for regionally-important mineral resource extraction. There are no known mineral resources beneath the project site. No classified or designated mineral deposits of statewide or regional significance are known to occur in the project area. The project site is not within a known source area for aggregate or other mineral resources.²⁷ Additionally, the project site is not located in an area of potential petroleum resources.²⁸ Therefore, the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No impact would occur to mineral resources and no further study is necessary.

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

No Impact. A significant impact may occur if the project site is located in an area used or available for extraction of a locally-important mineral resource, or if the proposed project would convert an existing or future locally-important mineral extraction use to another use, or

²⁷ *Los Angeles Citywide General Plan Framework Draft Environmental Impact Report, Figure GS-6, January 19, 1995.*

²⁸ *Safety Element of the Los Angeles City General Plan, November 1996, Exhibit E Oil Field and Oil Drilling Areas in the City of Los Angeles.*

if the proposed project would affect access to a site used or potentially available for locally-important mineral resource extraction. As discussed in Section 10(a), the project site is not delineated as a locally-important mineral resource recovery site on any city plans. Therefore, implementation of the proposed project would not result in the loss of availability of a locally-important mineral resource recovery site.²⁹ No impact would occur to designated mineral resource recovery sites and no further study is necessary.

Cumulative Impacts

No Impact. Development of the proposed project in conjunction with any related projects would result in the further infilling of uses in an already urbanized area. As described in Section 10(a), the project site and surrounding area are not designated as being a locally-significant area containing significant mineral deposits. No impact would occur and no further study is necessary.

11. NOISE

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

Potentially Significant Impact. A significant impact may occur if the proposed project would not comply with the City of Los Angeles Noise Ordinance (Municipal Code Ordinance No. 144,331), and/or the proposed project would create or substantially contribute to an exceedance of generally acceptable noise levels. Implementation of the proposed project may result in an increase in ambient noise levels during the construction and operation. During the construction of the proposed project, heavy equipment and machinery would be used to grade the project site, install various infrastructure, and to construct the new building. Project-related construction activities may increase the existing noise levels at adjacent residential properties in excess of levels determined appropriate. Long-term operation of the proposed project could increase the noise levels on the project site and at adjacent residential properties due to the associated increase in vehicle trips. However, as described previously a traffic study has already been completed for the proposed project, which places the project below the West Los Angeles Transportation Improvement and Mitigation Specific Plan (TIMP) thresholds. Therefore, it can be concluded that operational impacts, associated with vehicle noise impacts, would be less than significant. The EIR will provide additional analysis to assess proposed project's potential to expose people to or generate construction noise levels in excess of standards, including: 1) the existing ambient noise levels; 2) project-related construction and

²⁹ *Los Angeles Citywide General Plan Framework Draft Environmental Impact Report, Figure GS-1, January 19, 1995.*

operational noise levels; 3) noise impacts upon adjacent uses; 4) applicable noise standards and regulations; and 5) any required mitigation measures.

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

Potentially Significant Impact. A significant impact may occur if the proposed project would not comply with the City of Los Angeles Noise Ordinance (Municipal Code Ordinance No. 144,331), and/or the project would create or substantially contribute to an exceedance of generally acceptable noise levels. During construction, heavy equipment and machinery would be used to grade the project site, install various infrastructure, and to construct the condominium building. These activities may result in the generation of excessive groundborne vibration or groundborne noise levels. The EIR will provide additional analysis to assess the proposed project's potential to expose people to or generate excessive groundborne vibration or noise, including: 1) existing ambient noise levels; 2) project-related construction noise levels; 3) noise impacts upon adjacent uses; 4) applicable noise standards and regulations; and 5) any required mitigation measures.

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

Less Than Significant Impact. A significant impact may occur if the proposed project were to generate a substantial permanent increase in ambient noise levels. Long-term operation of the proposed project could increase the noise levels on the project site and at adjacent properties due to the increase in vehicle trips. However, as described previously a traffic study has already been completed for the proposed project, which places the project below the TIMP thresholds. Therefore, it can be concluded that operational impacts, associated with vehicle noise impacts, would be less than significant. Impacts related to a permanent increase in ambient noise levels would be less than significant and no further study is necessary.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. A significant impact may occur if the project would introduce substantial new sources of noise or would substantially add to existing sources of noise within the vicinity of the project site during operation and/or construction of the project. Implementation of the proposed project may result in an increase in ambient noise levels during construction. During construction, heavy equipment and machinery would be used to grade the project site, to install various infrastructure, and to construct the condominium building. The project site is surrounded by residential uses. Project-related construction activities may increase the existing noise levels at adjacent residential properties in excess of levels determined

appropriate. The EIR will provide additional analysis to assess the proposed project's potential to increase ambient construction noise levels, including: 1) existing ambient noise levels; 2) project-related construction noise levels; 3) noise impacts upon adjacent uses; 4) applicable noise standards and regulations; and 5) any required mitigation measures.

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

No Impact. A significant impact may occur if the proposed project were located within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or in the vicinity of the project site during construction of the project. The nearest airport is the Santa Monica Airport, which is located 6.4 miles to the southwest of the project site. Furthermore, the project site is not in the vicinity of an airport land use plan.³⁰ Therefore, no impact would occur and no further study is necessary.

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

No Impact. This question would apply to a project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The project site is not located in the vicinity of a private airstrip. No such facilities are located in the vicinity of the project site. No impact would occur and no further study is necessary.

Cumulative Impacts

Potentially Significant Impact. Development of the proposed project in conjunction with any related projects could result in the simultaneous demolition, grading, and construction activities. This could result in increased noise construction impacts in the project area. However, any related projects would be subject to the City of Los Angeles Noise Ordinance (Municipal Code Ordinance No. 144,331), which limits the hours of allowable construction activities and prohibits loud, unnecessary, and unusual construction noise within 500 feet from any residential zone. Implementation of the proposed project in conjunction with any related projects would increase existing ambient noise levels in the project vicinity due to the increased activity and as well as the associated increase in vehicle trips. The EIR will provide additional analysis to assess the proposed project's cumulative potential to expose people to or generate noise levels in excess of standards, including: 1) the existing ambient noise levels; 2) project-related

³⁰ City of Los Angeles Department of Planning, *Zone Information and Map Access System (ZIMAS)*, website: <http://zimas.lacity.org/>, June 2, 2004.

construction and operational noise levels; 3) noise impacts upon adjacent uses; 4) applicable noise standards and regulations; and 5) any required mitigation measures.

12. POPULATION AND HOUSING

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

No Impact. A significant impact may occur if the proposed project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the project area that would otherwise not have occurred as rapidly or in as great a magnitude.

As part of its comprehensive planning process for the Southern California region, the Southern California Association of Governments (SCAG) has divided its jurisdiction into 13 subregions. The project site is located within the City of Los Angeles subregion, which includes all areas within the boundaries of the City of Los Angeles. In 2000, the City of Los Angeles Subregion had an estimated permanent population of 3,844,923 persons and approximately 1,278,653 housing units. By the year 2005, SCAG forecasts an increase to 4,030,122 persons (a 4.8 percent increase) and 1,323,162 housing units (a 3.5 percent increase). Between the years 2005 and 2020, SCAG forecasts an increase to 4,570,707 persons (a 13.4 percent increase) and 1,619,809 housing units (a 22.4 percent increase).

A summary of population and housing demographics for the Westwood Community Planning Area, the planning subarea in which the project site is located, is presented in Table IV-1, below.

The Westwood Community Planning Area had a total population of 49,306 persons in 2000 and a total of 20,500 housing units.³¹ This equates to an average of approximately 2.4 persons per household. Applying this figure to the proposed project, the project can be expected to generate a total resident population of 84 persons if 35 residential units are developed. This represents an increase of 0.17 percent of the total resident population in the Westwood Planning Area, which would not represent substantial population growth within the area. The increase in housing supply would be considered a beneficial impact. In this case no impact would be created and no further study is necessary.

³¹ Los Angeles Department of City Planning, *Statistical Information*, website: <http://www.lacity.org/PLN/>, June 2, 2004.

Table IV-1
Summary of Population and Housing Demographics
for the Westwood Community Planning Area

	<i>Census 1990</i>	<i>Census 2000</i>	<i>2002 Estimate</i>
Total Population^{1, 2}	42,922	49,306	50,406
Annual Growth Rate	n/a	1.396%	0.886%
Population/Density (per square mile)	11,015	12,653	12,935
Total Housing Units	19,948	20,500	20,585
Annual Growth Rate	n/a	0.274%	0.165%
Single-family Housing Units³	3,559	2,442	3,602
Annual Growth Rate	n/a	-3.698%	16.824%
Multiple-family Housing Units⁴	16,098	16,943	16,959
Annual Growth Rate	n/a	0.513%	0.039%
Nonsingle-family Housing Units⁵	16,389	18,058	16,982
Annual Growth Rate	n/a	0.975%	-2.428%
¹	<i>Resident Population consists of those who live in housing units in the same area covered by Total Population. It is equal to "Total Population in Households."</i>		
²	<i>Group Quarters Population includes persons in student dormitories, military barracks, prisons, and health care institutions. Group Quarters and Resident Populations sum to Total Population.</i>		
³	<i>Single-family Housing Units (SfHUs) only include detached dwellings.</i>		
⁴	<i>Multiple-family Housing Units (MfHUs) include apartment buildings (both for rent and condominiums), duplexes, artist-in-residence lofts, and attached single-family housing units.</i>		
⁵	<i>Nonsingle-family Housing Units (NshUs) add mobile homes, boats, and other living quarters to MfHUs. Its sum with SfHUs yield all living quarters for residents of the census tract. This value is consistent with the definitions used by the Southern California Association of Governments (SCAG) and the California Department of Finance (DoF).</i>		
<i>Source: Los Angeles Department of City Planning, Demographic Research Unit, website: http://www.lacity.org/PLN/, June 2, 2004.</i>			

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

No Impact. A significant impact may occur if the proposed project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The proposed project would involve the development of a vacant lot with 35 condominium uses. No residential displacement would be associated with the proposed project. Therefore, no project impact would occur and no further study is necessary.

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

No Impact. A project-related significant adverse effect could occur if the proposed project would result in the displacement of existing occupied housing units. The proposed project would involve the development of a vacant lot with 35 condominium uses. No population displacement would be associated with the proposed project. Therefore, no project impact would occur and no further study is necessary.

Cumulative Impacts

Less Than Significant Impact. Individual development projects proposed as a part of General Plan buildout in the area would have the potential to create population and housing impacts. The increases in population and the need for housing are the responsibility of and would be addressed by the City of Los Angeles through their General Plan update process. Therefore, cumulative population impacts would be less than significant and no further study is necessary.

13. PUBLIC SERVICES

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

Fire protection?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the City of Los Angeles Fire Department (LAFD) could not adequately serve the proposed project based upon response time, access, or fire hydrant/water availability. The LAFD considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. The maximum response distances for residential uses are 1.5 miles from an LAFD Engine Company and 2.0 miles from an LAFD Truck Company. When response distances exceed these requirements, all structures must be equipped with automatic fire sprinklers systems and any other fire protection devices deemed necessary by the Fire Chief (i.e. fire signaling systems, fire extinguishers, smoke removal systems, etc.). The proposed project is approximately 1.3 miles from Fire Station No. 71, located at 107 South Beverly Glen. Fire Station No. 71 is a Paramedic Engine Company. The other fire station that might respond to an emergency at the project site is Fire Station No. 37, located at 1090 Veteran Avenue, approximately 1.8 miles from the project site.³² This response distance is within the City Fire Code requirements. Therefore, no impacts with respect to distance criteria would occur. In addition, the proposed project would incorporate a number of fire safety features in accordance with applicable City fire-safety code and ordinance requirements for construction, access, fire flows, and fire hydrants.

The required fire flow is closely related to the type and size of the land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. City-established fire flow requirements vary from 2,000 gallons

³² Draft L.A. CEQA Thresholds Guide, City of Los Angeles, May 14, 1998.

per minute (gpm) in low-density residential areas, to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch (PSI) is to remain in the water system while the required gpm is flowing.

As determined by the LAFD, the overall fire flow requirement for the proposed project is 4,000 gpm from four fire hydrants flowing simultaneously (LAMC Section 57.09.07). There are two fire hydrants available within the project vicinity; the southwest corner of Wilshire Boulevard and Comstock Avenue and the corner of Club View Drive and Comstock Avenue. The City would review the proposed project requirements to assure that the hydrants would adequately serve the project site. The proposed project would contribute to the necessary additions, if any. Furthermore, there is a possibility that an increase in water consumption might exceed the capacity of the existing distribution facilities. If this occurs, special arrangements must be made with LADWP to enlarge the supply line(s). Therefore, with implementation of the following mitigation measures impacts to fire protection services by the proposed project would be less than significant and no further study is necessary.

Mitigation Measures

The following mitigation measures are recommended to ensure compliance with all code and ordinance requirements to minimize potential impacts:

- 13-1. Adequate off-site public and on-site private fire hydrants may be required. Their number and locations are to be determined after the LAFD's review of the plot plan.
- 13-2. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of a Fire Department aerial ladder apparatus, or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- 13-3. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- 13-4. Access for Fire Department apparatuses and personnel to and into all structures shall be required.
- 13-5. No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance for residential uses shall be computed to front door of the unit.
- 13-6. The proposed project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles C.P.C. 19708.

Cumulative Impacts

Potentially Significant Impact Unless Mitigation Incorporated. The proposed project, in combination with any related projects, would increase the demand for fire protection services in the project area. Specifically, there would be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes and government funding) to which the proposed project and related projects would contribute. However, there are no specific plans at this time to build a new fire station, the construction of which could cause significant environmental impacts. Nevertheless, similar to the proposed project, any related projects would be individually subject to LAFD review, and would be required to comply with all applicable fire safety requirements of the LAFD and the City of Los Angeles in order to adequately mitigate fire protection service impacts. On this basis, it is expected that cumulative impacts on fire protection would be less than significant and no further study is necessary.

Police protection?

Potentially Significant Impact Unless Mitigation Incorporated. A significant impact may occur if the proposed project would result in an increase in demand for police services that would exceed the capacity of the Los Angeles Police Department (LAPD), the police department responsible for serving the project site. The LAPD measures demand for services based upon residential population. Level of services on area roadways and site design are also factors, as improved lighting and visibility features provide added security to new developments.

The proposed project is located in the West Los Angeles Area within Reporting District (RD) 8A52 and would be served by the West Los Angeles Community Police Station, located at 1663 Butler Avenue. The West Los Angeles Area, which covers approximately 65 square miles, is defined by the following boundaries: Mulholland Drive to the north, the Santa Monica Freeway (I-10) and the City of Santa Monica to the south, the Pacific Ocean and the City of Santa Monica to the west, and Schuyter Road, Whittier Drive, and La Cienega Avenue to the east. The boundaries for RD 8A52 are Wilshire Boulevard to the north, the Los Angeles Country Club and the San Diego Freeway (I-405) to the west, Exposition Boulevard to the south, and Centinela Avenue to the east. The predominant crimes in the West Los Angeles Area are aggravated assault, burglary, and grand theft automobile.³³

The project site has been used seasonally as a pumpkin sales lot and Christmas tree sales lot, which attracts a large amount of visitors to the area. Implementation of proposed project would

³³ Los Angeles Police Department, *Crime Statistics*, website: <http://www.lapdonline.org/index.htm>, June 2, 2004.

result in an increase of year round site visitors, residents, and employees within the project site, thereby generating a potential increase in the level of service calls from the project site. Responses to thefts, vehicle burglaries, damage to vehicles, traffic-related incidents, and crimes against persons would be anticipated to escalate as a result of the increase in on-site activity and increased traffic on adjacent streets and arterials.

By nature, the residential use of the property would, in and of itself, act as a crime deterrent. The continuous visible and non-visible presence of residents at all times of the day would provide a sense of security during evening and early morning hours. As such, the project residents would be able to monitor suspicious activity at the building entry points.

The proposed project would also include adequate and strategically positioned functional and thematic lighting to enhance public safety. Hard to see and infrequently accessed “dead zones” would be limited and where possible, security controlled to limit public access. In addition, operation of the proposed project would include crime prevention features such as nighttime security lighting and secure parking facilities. Preventative and proactive security measures will reduce impacts to less than significant levels and no further study is necessary.

Mitigation Measures

The following mitigation measures are recommended to minimize demand for police services by the proposed project:

- 13-7. Parking facilities shall be secured.
- 13-8. Access control shall be provided to the residential portion of the proposed buildings.
- 13-9. Public and semi-public space shall be designed to be well illuminated, with a minimum of dead space to eliminate concealment.
- 13-10. Plot Plans, including lighting and landscaping information, shall be submitted to the Los Angeles Police Department Crime Prevention Unit for review. Please refer to Design out Crime Guidelines: Crime Prevention through Environmental Design published by the LAPD’s Crime Prevention Section.

Cumulative Impacts

Less Than Significant Impact. The proposed project, in combination with any related projects, would increase demand for police protection services. Specifically, there would be increased demands for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes and government funding) to which the proposed project and any related projects would contribute. However, there are

no specific plans at this time to build a new police station, the construction of which could cause significant environmental impacts. On this basis, it is expected that cumulative impacts on police protection would be less than significant and no further study is necessary.

Schools?

Potentially Significant Impact Unless Mitigation Incorporated. A significant impact may occur if the proposed project includes substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District (LAUSD), the school district responsible for serving the project site. The ability of the LAUSD schools serving the project site to handle the proposed project is analyzed by comparing school enrollments and capacities to the projected student population increase due to development of the proposed project. There are no school facilities on or adjacent to the project site. The project area is served by the following LAUSD public schools: Fairburn Elementary School (grades K-5), located at 1403 Fairburn Avenue; Emerson Middle School (grades 6-8), located at 1650 Selby Avenue; and University Senior High School (grades 9-12), located at 11800 Texas Avenue. As shown in Table IV-2, the proposed project would generate approximately 13 students.

Table IV-2
Estimated Student Generation by the Proposed Project

Proposed Project	Size	Total Elementary School Students (0.2089 per unit) ^a	Total Middle School Students (0.0942 per unit) ^a	Total High School Students (0.0891 per unit) ^a
Multi-family Residential Units ^b	35 du	7	3	3
^a Factors rounded to the nearest whole number. ^b Assisted Living Units not taken into account, as they would not house young families. Source: School Facilities Fee Plan, LA Unified School District, March 2, 2002.				

While the proposed project is not expected to overcrowd neighborhood schools, the California Education Code Section 17620(a)(1) states that the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities. The School Facilities Fee Plan (March 2, 2002) for the LAUSD has been prepared to support the school district's levy of the fees authorized by Section 17620 of the California Education Code. Per section 65995.5-7 of the Government Code, the Level 2 residential developer fees have been imposed at a rate of \$3.73 per square foot on new residential construction within the boundaries of the LAUSD.³⁴ As the project applicant would

³⁴ Los Angeles Unified School District (LAUSD), Accounting and Disbursements Division, Notice to Developer Owners, October 14, 2003. These rates are valid from October 14, 2003 to October 14, 2004 and are subject to change.

be required to pay all applicable developer fees to the LAUSD pursuant to Government Code Section 65995-7, any potential impacts upon school facilities would be mitigated to a less than significant level. Therefore, impacts would be less than significant and no further study is necessary.

Mitigation Measures

13-11. As established in the State of California Government Code Section 65595-7, to mitigate school overcrowding within the LAUSD service area developers are required to pay at a rate of \$3.73 per square foot on new residential construction within the boundaries of the LAUSD.

Cumulative Impacts

Potentially Significant Impact Unless Mitigation Incorporated. A cumulative increase in the demand for school services is expected to occur as a result of development of the proposed project and any related projects. As with the proposed project, it is likely that some of the students generated by any related projects would already reside in areas served by the LAUSD and would already be enrolled in LAUSD schools. As mandated by State law, the applicants of the related commercial and residential projects would be required to pay a school fee to the LAUSD to help reduce any impacts any related projects may have on school service. With payment of these fees, cumulative impacts would be reduced to a less than significant level and no further study is necessary.

Parks?

Potentially Significant Impact Unless Mitigation Incorporated. A significant impact would occur if the recreation and park services available could not accommodate the projected population increase resulting from implementation of the proposed project. The City of Los Angeles Department of Recreation and Parks (LADRP) manages all municipally owned and operated recreation and park facilities within the City. The park and recreation facilities that are within two and a half miles of the project site include Coldwater Park, Greystone Park, and West Hollywood Park.

The Public Recreation Plan, a portion of the Service Systems Element of the General Plan of the City of Los Angeles, provides standards for the provision of recreational facilities throughout the City and includes Local Recreation Standards. The standard ratio of neighborhood and community parks to population is four acres per 1,000 people. The project site is within a highly urbanized area which is currently well below meeting this standard ratio. Using the figure of 2.4 persons per residential unit, it is estimated that the development of the proposed project would result in an increase of 84 permanent residents. Therefore, the

proposed project would further increase the City's existing parkland acreage per capita deficiency. Payment of the required Quimby Act mitigation fees and the a mandatory dwelling unit construction tax (discussed below) would alleviate impacts on existing parks; however, there would still be a serious lack of park facilities for the future residents of the proposed project.

Pursuant to Section 10.21.3 of the Los Angeles Municipal Code (LAMC), the City of Los Angeles imposes a mandatory dwelling unit construction tax to mitigate impacts upon park and recreational facilities. The tax collected pursuant to this ordinance is required to be placed in a "Park and Recreational Sites and Facilities Fund," to be exclusively for the acquisition and development of park and recreational sites and facilities. Any future residential development on the project site, including the proposed project, would be subject to this tax. Therefore, potential impacts upon neighborhood or regional parks would be mitigated to a less than significant level. Furthermore, if the proposed project were to include "for sale" units, the applicable provisions of Section 17.12 of the LAMC would also apply, requiring the project applicant to pay all applicable Quimby fees to the City of Los Angeles for the construction of condominium uses. Therefore, the proposed project's impact upon parks and recreational facilities would be mitigated to a less than significant level and no further study is necessary.

Mitigation Measures

13-12. Per Section 17.12-A of the Los Angeles Municipal Code, the applicant shall pay all applicable Quimby fees for the construction of the proposed project.

Cumulative Impacts

Potentially Significant Impact Unless Mitigation Incorporated. Any residential related projects would result in an increase in permanent residents residing in the project area. The increase in residential population by any related projects in the vicinity of the project site would, in the absence of mitigation, lower the City's existing parkland to population ratio, which is currently below the preferred standard. Impacts by any residential related projects could be reduced through adherence to the Quimby Act, conditions of approval, and environmental review procedures. Therefore, cumulative parks and recreation impacts would be reduced to a less than significant level and no further study is necessary.

Other public facilities?

Less Than Significant Impact. A significant impact may occur if the proposed project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve the project site. As discussed in Section 12(a), the proposed project would not result in a

significant population increase. However, the City of Los Angeles Public Library could recommend that the developer pay a \$200 per capita fee in order for the library to purchase any additional library materials if they foresee a potential impact. Therefore, project impacts would be less than significant and no further study is necessary.

Cumulative Impacts

Less Than Significant Impact. Development of the proposed project in conjunction with any related projects would result in an increase in employees, visitors, and residents in the project area. Employees generated by any commercial related projects would not typically visit library facilities during the workday. However, the increase in the residential population by any related projects in the vicinity of the proposed project would, in the absence of mitigation, increase demand at library facilities serving the project area. Cumulative impacts by any residential related projects could be reduced through developer contributions made part of the conditions of approval, and improvements to library facilities financed through Proposition DD revenues. Therefore, cumulative impacts to library facilities would be less than significant and no further study is necessary.

14. RECREATION

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

Potentially Significant Impact Unless Mitigation Incorporated. A significant impact may occur if the proposed project would include substantial employment or population growth which could generate an increased demand for public park facilities that exceeds the capacities of existing parks and causes premature deterioration of the park facilities. The proposed project would not cause a significant impact with regard to recreation or parks demand, as evaluated in Section 13, Public Services (above). Maintenance of public parks and public recreational facilities in Los Angeles is funded largely through the City general fund and through Quimby and other park fees for new development. As demand for park services by the proposed project is considered less than significant, project impacts on maintenance of those facilities would likewise be less than significant and no further study is necessary.

- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

No Impact. A significant impact may occur if the proposed project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. The proposed project involves the construction of a residential project and

not the construction of park facilities. There would be no impact and no further study is necessary.

Cumulative Impacts

Less Than Significant Impact. Development of the proposed project in conjunction with any related projects would result in an increase in permanent residents residing in the project area. The increase in residential population by any related projects in the vicinity of the project site would, in the absence of mitigation, lower the City's existing parkland to population ratio, which is currently below the preferred standard. Impacts by any residential related projects could be reduced through adherence to the Quimby Act, conditions of approval, and environmental review procedures. Therefore, cumulative parks and recreation impacts would be less than significant and no further study is necessary.

15. TRANSPORTATION AND TRAFFIC

- a) **Would the project 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 or vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?**

Potentially Significant Impact. A significant impact may occur if roadways and intersections that would carry project-generated traffic would exceed adopted City of Los Angeles Department of Transportation (LADOT) thresholds of significance. A traffic study has already been completed for the propose project, which places the project below the West Los Angeles Transportation Improvement and Mitigation Specific Plan (TIMP) thresholds. Implementation of the proposed project would create new vehicle trips traveling to and from the project site. Nonetheless, the EIR will provide additional analysis to assess the proposed project's potential to result in a substantial increase in traffic, including: 1) existing traffic levels in the area; 2) traffic operating levels of service; 3) future traffic levels; 4) traffic impacts from the proposed projects; and 5) any required mitigation measures.

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

Potentially Significant Impact. A significant impact may occur if adopted California Department of Transportation (CALTRANS) and Metropolitan Transit Authority (MTA) thresholds for a significant project impact would be exceeded. The threshold for CMP analysis on identified arterial locations in Los Angeles County is met if a project would add 50 or more trips during either the morning or evening peak hours. Implementation of the proposed project would create new vehicle trips traveling to and from the project site. The additional project-related traffic may either individually or cumulatively exceed a level of service standard

established for designated roads and highways. The EIR will provide additional analysis to assess the proposed project's potential to exceed a level of service demand, including: 1) existing traffic levels in the area; 2) traffic operating levels of service; 3) future traffic levels; 4) traffic impacts from the proposed projects; and 5) any required mitigation measures.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. This question would apply to the proposed project only if it were an aviation-related use. The proposed project does not include any aviation-related uses. The proposed project would have no airport impact and no further study is necessary.

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

Potentially Significant Impact. A significant impact may occur if the proposed project included new roadway design or introduced a new land use or project features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project access or other features were designed in such a way as to create hazard conditions. The proposed project includes the construction of 35 condominium units. The proposed project would include additional ingress/egress routes and would be required to comply with all applicable City codes regarding internal site design requirements and ingress/egress requirements. The EIR will provide additional analysis to assess the proposed project's potential to result in impacts due to traffic circulation and any required mitigation measures.

e) Would the project result in inadequate emergency access?

Less Than Significant Impact. A significant impact may occur if the proposed project design would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve the project site or adjacent uses. The proposed project is required to comply with all applicable Los Angeles Fire Department and Los Angeles Public Works Department regulations pertaining to emergency access and evacuation. Furthermore, the proposed project would not be expected to interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan, nor would it generate sufficient traffic to create traffic congestion that would interfere with the execution of such a plan. Therefore, impacts would be less than significant and no further study is necessary.

f) Result in inadequate parking capacity?

No Impact. A significant impact would occur if the proposed project resulted in inadequate parking capacity based upon City Code requirements. A total of 111 parking spaces would be provided on-site, which includes 103 spaces for the condominium units and 8 spaces for the accessory housekeeping area. The proposed project would provide on-site parking in compliance with City code requirements. No impact would occur and no further study is necessary.

g) Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Less Than Significant Impact. A significant impact may occur if the proposed project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on- or off-site. The proposed project would not be in conflict with adopted goals and policies supporting alternative transportation. The proposed project would be accessible by transit (e.g., bus service). It is anticipated the proposed project would adhere to applicable policies or programs supporting alternative transportation (e.g., bicycle racks, preferential parking areas, ride sharing, etc.). Impacts would be less than significant and no further study is necessary.

Cumulative Impacts

Potentially Significant Impact. The EIR will provide additional analysis to assess the proposed project's cumulative potential to exceed a level of service demand, including: 1) existing traffic levels in the area; 2) traffic operating levels of service; 3) future traffic levels; 4) traffic impacts from the proposed projects; and 5) any required mitigation measures.

16. UTILITIES AND SERVICE SYSTEMS**a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

Less Than Significant Impact. A significant impact may occur if the proposed project would discharge wastewater and its content exceeds the regulatory limits established by the governing agency. The proposed project is a residential use. Consequently, the proposed project would not be expected to generate any wastewater discharge that would exceed the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board. Also, see Sections 7(a), 8(a) and 8(f), above. Therefore, impacts with respect to wastewater treatment requirements would be less than significant no further study is necessary.

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. A significant impact may occur the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded.

Water Consumption

The Los Angeles Department of Water and Power (LADWP) is responsible for providing water service to the project site. LADWP can generally supply water to developments within its service area, except under extraordinary circumstances such as prolonged drought. The General Plan Framework anticipated that the future supply of water would be sufficient to meet existing and planned growth in the City of Los Angeles to the year 2010.

Water consumption for the proposed project was estimated from wastewater generation factors. In order to present a conservative analysis, water consumption is assumed to be 120 percent of the wastewater generated for a given land use, as determined by wastewater generation rates recommended by the City of Los Angeles. As seen in Table IV-3, the proposed project is projected to consume approximately 8,400 gallons of water per day.

**Table IV-3
Proposed Project Water Consumption**

Land Use	Size	Consumption Rate ^a (gallons/day)	Water Consumption Gallons Per Day (gpd)
Condominiums	35 du	240/du	8,400 gpd

^a Source: Draft LA CEQA Thresholds Guide, May 14, 1998.

Due to statewide drought conditions in the mid-1970s and late 1980s, there is a need for water conservation in periods of water shortage. Nevertheless, as described by the LADWP, water should be conserved at all times, because efficient use of water allows increased water shortage for use in dry years and makes water available for beneficial environmental uses. Recommendations for conserving water are listed below. Furthermore, if upgrades to the local water distribution system would be necessary special arrangements would be made with the LADWP to determine the system upgrades required to meet the needs of the proposed project's demand for water. However, since water supplies for the Los Angeles Region are considered ample enough to serve existing and planned development in the area, including the proposed

project, the project's impact on water availability would be less than significant and no further study is necessary.

Wastewater Generation

The LADWP also provides sewer service to the project area. Sewage from the project site is conveyed via sewer infrastructure to the Hyperion Treatment Plant (HTP). According to the Draft L.A. CEQA Thresholds Guide, recent expansions completed at the HTP and in the conveyance infrastructure have increased the HTP's capacity for full secondary treatment to 450 million gallons per day (mgd). Currently, the plant treats an average dry weather flow of approximately 350 million gallons per day and covers an area of approximately 515 square miles.

Wastewater generation rates for the proposed project were recommended by the City of Los Angeles. As seen in Table IV-4, the proposed project is projected to generate approximately 5,600 gallons of wastewater per day. Because there is adequate treatment capacity within the HTP system, the increase in wastewater generation by the proposed project would not result in a significant impact on the local sewer lines and/or the HTP facility. However, the City has stated that the necessary permit application process would still be required through the Bureau of Engineering. The Bureau of Engineering may then conduct a sewer availability study to thoroughly evaluate the additional flow impact to the wastewater system. Therefore, the proposed project's sewer impacts would be less than significant and no further study is necessary.

**Table IV-4
Proposed Project Sewage Generation**

Land Use	Size	Generation Rate^a (gallons/day)	Sewage Generation Gallons Per Day (gpd)
Condominiums	35 du	160/du	5,600 gpd

^a Source: Draft LA CEQA Thresholds Guide, May 14, 1998.

Mitigation Measures

No significant impacts have been identified and no mitigation measures are required. However, the following measures are recommended to reduce project impacts even further:

- 16-1. The landscape irrigation system should be designed, installed, and tested to provide uniform irrigation coverage for each zone. Sprinkler head patterns should be adjusted to minimize over spray onto walkways and streets. Each zone (sprinkler valve) should

water plants having similar watering needs (do not mix shrubs, flowers, and turf in the same watering zone).

- 16-2. Automatic irrigation timers should be set to water landscaping during early morning or late evening hours to reduce water losses from evaporation. Adjust irrigation run times for all zones seasonally, reducing watering times and frequency in the cooler months (fall, winter, spring). Adjust sprinkler timer run times to avoid water runoff, especially when irrigating sloped property.
- 16-3. Selection of drought-tolerant, low water consuming plant varieties should be used to reduce irrigation water consumption.
- 16-4. The availability of recycled water should be investigated as a source to irrigate large landscaped areas.
- 16-5. Ultra-low-flush water closets, ultra-low-flush urinals, and water-saving showerheads must be installed in both new construction and when remodeling. Low flow faucet aerators should be installed on all sink faucets.
- 16-6. Significant opportunities for water savings exist in air conditioning systems that utilize evaporative cooling (i.e., employ cooling towers). The LADWP should be contacted for specific information on appropriate measures.
- 16-7. Recirculating or point-of-use hot water systems should be installed, where feasible, to reduce water waste in long piping systems where water must be run for considerable periods before heated water reaches the outlet.
- 16-8. Water-conserving clothes washers and dishwashers should be provided where feasible. Water savings also represent energy savings, in that the water saved by these appliances is typically heated.

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. A significant impact may occur if the volume of storm water runoff would increase to a level exceeding the capacity of the storm drain system serving the project site. The proposed project would not significantly increase runoff, since portions of the project site would remain covered with impermeable surfaces. See also Sections 8(d) and (e). Project impacts to storm drain facilities would be less than significant and no further study is necessary.

d) Would the project have significant water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. A significant impact may occur if the proposed project would increase water consumption to such a degree that new water sources would need to be identified, or if existing resources would be consumed at a pace greater than planned for by purveyors, distributors, and service providers. As mentioned in Section 16(b), any project that is consistent with the City's General Plan has been taken into account in the planned growth in water demand. The project would have a less than significant impact upon water supplies and no further study is necessary.

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

Less Than Significant Impact. A significant impact may occur if the proposed project would increase wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Hyperion Treatment Plant is anticipated to be able to meet the sewage treatment needs for the proposed project, as evaluated in Section 16(b), above. Less than significant impacts would occur and no further study is necessary.

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

Less Than Significant Impact. A significant impact may occur if the proposed project would increase solid waste generation to a degree that existing and projected landfill capacities would be insufficient to accommodate the additional solid waste. Solid waste generated in the City of Los Angeles is typically disposed of at the Sunshine Canyon Landfill north of Granada Hills, the Bradley Landfill and Recycling Center in Sun Valley, or the Olinda Alpha Landfill in Orange County. However, facility expansions and new landfills are continuously being sought as the capacities of existing facilities diminish. The capacities and estimated dates of closure for each landfill that may receive solid waste from the project site are included in Table IV-5, below. It is also important to note that mandatory City waste reduction and recycling programs are greatly reducing the amount of solid waste that would otherwise enter local landfills.

**Table IV-5
Landfill Capacity and Intake**

Landfill Facility	Estimated Closure Date	Permitted Daily Intake (tons per day)	Average Daily Intake (tons per day)	Remaining Permitted Daily Intake (tons per day)
Bradley Landfill ^a	2007	10,000	3,447	6,553
Sunshine Canyon Landfill ^a	2008 ^b	6,600	5,798	802
Olinda Alpha Landfill	2013	8,000	5,342	2,658
<p>^a Bradley Landfill and Sunshine Canyon Landfill are in the process of expanding their facilities to accommodate additional solid waste.</p> <p>^b After the proposed expansion into City area is completed, the Sunshine Canyon Landfill is estimated to have a additional 21-year life span.</p> <p>Source (Bradley and Sunshine Canyon Landfills): Los Angeles County Department of Public Works, Environmental Programs Division, Los Angeles County Integrated Waste Management Plan, 2002 Annual Report, February 2002.</p> <p>Source (Olinda Alpha Landfill): California Integrated Waste Management Board, Solid Waste Information System, website: http://www.ciwmb.ca.gov/SWIS/Search.asp, and 2002 Landfill Summary Tonnage Report, website: http://www.ciwmb.ca.gov/landfills/tonnage/2002/landfill.htm, March 24, 2004.</p>				

Solid waste would be generated by the proposed project by short-term construction activities and long-term operational activities. Discussions for the construction and operational phases are provided below.

Construction Impacts

Construction activities would generate a variety of scraps and wastes during such phases as demolition and site grading. Generated construction waste would also include recyclables such as wood waste, drywall, metal, paper, and cardboard. Recycling of construction-related waste materials in compliance with AB 939 would substantially reduce this waste stream that would otherwise go to a local landfill. Since construction waste is temporary in nature, impacts would be considered less than significant and no further study is necessary.

Operational Impacts

As shown in Table IV-6, the proposed project would be expected to generate 140 pounds of solid waste a day. This would not exceed the remaining allowable daily intakes of any of the landfills that can receive waste from the project site, including the Bradley, Sunshine Canyon, and Olinda Alpha landfills. Therefore, no adverse impact to local landfills would occur and no further study is necessary.

**Table IV-6
Proposed Project Solid Waste Generation**

Land Use	Size	Generation Rate^a (pounds/ day)	Solid Waste Generation (pounds/day)
Condominiums	35 du	4/du	140 lbs/day
<i>Source: Los Angeles Sports and Entertainment Complex DEIR for the LA CRA, March 1997.</i>			

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. A significant impact may occur if a proposed project would generate solid waste that was not disposed of in accordance with applicable regulations. Solid waste generated on-site would be disposed of in accordance with all applicable federal, State, and local regulations related to solid waste. No impact would occur and no further study is necessary.

Cumulative Impacts

Water Impacts

Less Than Significant Impact. Implementation of the proposed project in conjunction with any related projects would further increase cumulative demands for water supplies in the LADWP service area. In terms of the City's overall water supply condition, the water requirement for any project that is consistent with the City's General Plan has been taken into account in the planned growth of the Water System. For projects which are not consistent with the General Plan or that meet the requirements established in Sections 10910-10915 of the State Water Code, a water availability assessment demonstrating sufficient water availability is required on a project-by-project basis. Therefore, cumulative impacts to water service and regional supplies would be less than significant and no further study is necessary.

Wastewater Impacts

Less Than Significant Impact. Implementation of the proposed project in conjunction with any related projects would further increase demands for sewer service. Cumulative sewage generation for the proposed project and any related projects would increase the HTP's daily effluent capacity. These increases would be within the excess treatment capacity currently available and projected to be available at the HTP. Similar to the proposed project, each related project would be required to comply with city and State water conservation programs and sewer allocation ordinances. Cumulative impacts on sewer service would be less than significant and no further study is necessary.

Solid Waste Impacts

Less Than Significant Impact. Implementation of the proposed project in conjunction with any related projects would further increase regional demands on landfill capacities. As with the proposed project, any related projects would participate in regional source reduction and recycling programs, further reducing the amount of solid waste to be disposed of at the landfills described above. Since there is currently adequate capacity to accommodate the cumulative disposal needs of the proposed project and any related projects, and solutions to meet future disposal needs are continuously being developed at the regional level (i.e., siting new landfills within the County and transporting waste outside the region), cumulative solid waste impacts would be less than significant and no further study is necessary.

17. MANDATORY FINDINGS OF SIGNIFICANCE

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

No Impact. A significant impact may occur only if the proposed project would have an identified potentially significant impact for any of the above issues, as discussed in the preceding sections. The proposed project is located in a densely populated urban area and would have no unmitigated significant impacts with respect to biological resources and cultural resources. The proposed project would not degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or pre-history. No impact would occur no further study is necessary.

- b) **Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

Potentially Significant Impact. A significant impact may occur if the proposed project, in conjunction with any other related projects in the area of the project site, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together. There are other past, current, and probable future projects in the area surrounding the project site. The proposed project’s incremental contribution to certain cumulative impact areas discussed above could result in significant impacts. These impact

areas (i.e. Traffic, Construction Air Quality, and Construction Noise) will be discussed in the EIR.

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

Potentially Significant Impact. A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. As noted in the evaluation above, with implementation of mitigation measures, the proposed project would not result in any unmitigated significant impacts. The EIR will provide additional analysis in the areas of traffic, geology/soils, construction air quality, and construction noise impacts and any required mitigation measures.

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