

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

LEAD CITY AGENCY City of Los Angeles	COUNCIL DISTRICT 4
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PROJECT TITLE ENV-2009-34-MND	CASE NO. ZA-2009-33-CU
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PROJECT LOCATION
7614 WEST SUNSET BOULEVARD; HOLLYWOOD, 90046

PROJECT DESCRIPTION
Construction of a one-story, 22-foot-tall, approximately 8,300-square-foot automotive repair facility, including rooftop parking area, as an expansion to an existing approximately 9,920-square-foot automobile repair facility, including body and fender repair, spray painting, and accessory used automobile sales, on an approximately 23,400-square-foot parcel in the C4-1D Zone. As proposed, the project required a Conditional Use to permit the expansion of the automotive repair use, with hours of operation from 7:00 a.m. to 7:00 p.m. Monday through Friday, and from 9:00 a.m. to 8:00 p.m. on Saturday, being located within 300 feet of a residential zone.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
Hakop Keshishyan
11720 Blix Street
Valley Village, CA 91607

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

(CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	TITLE	TELEPHONE NUMBER
JONATHAN HERSHEY	City Planning Associate	(213) 978-1349

ADDRESS	SIGNATURE (Official)	DATE
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012		10/28/2009

I b2. Aesthetics (Landscaping)

- Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a level of insignificance by the following measure:
- All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.
- No barbed or razor wire shall be permitted to be visible on the rooftop, as seen from Sunset Boulevard.

I b4. Aesthetics (Graffiti)

- Environmental impacts may result from project implementation due to graffiti and accumulation of rubbish and debris along the wall(s) adjacent to public rights-of-way. However, this potential impact will be mitigated to a level of insignificance by the following measures:
- Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91,8104.15.

I b5. Aesthetics (Signage)

- Environmental impacts may result from project implementation due to on-site signage in excess of that allowed under the Los Angeles Municipal Code Section 91.6205. However, the potential impact will be mitigated to a level of insignificance by the following measures:
- On-site signs shall be limited to the maximum allowable under the Code.
- Multiple temporary signs in the store windows and along the building walls are not permitted.

I c1. Aesthetics (Light)

- Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a level of insignificance by the following measure:
- Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.

I c2. Aesthetics (Glare)

- Environmental impacts to adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a level of insignificance by the following measure:
- The exterior of the proposed building shall be constructed of materials such as high-performance tinted non-reflective glass and pre-cast concrete or fabricated wall surfaces.

III d1. Air Pollution (Stationary)

- Adverse impacts upon future occupants may result from the project implementation due to existing ambient air pollution levels in the project vicinity. However, this impact can be mitigated to a level of insignificance by the following measure:
- COMMERCIAL/INSTITUTIONAL - An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 12, to the satisfaction of the Department of Building and Safety.
- The air filtration system shall only be required to serve the office area.

III d1i. Air Pollution (Auto Repair Garage)

- Adverse impacts upon occupants and adjacent residential properties may result due to spray painting, auto repair work and dust from the auto repair garage. However, these impacts shall be mitigated to a level less than significant by the following measures:
- All auto repair work, including spray painting, shall be conducted within enclosed buildings that have been designed with appropriate pollution controls and ventilation systems. Doors and windows shall be kept closed during spray painting. Building designs shall be submitted to and approved by the Department of Building and Safety prior to issuance of demolition and construction permits.
- Certification of compliance with SCAQMD air pollution regulations shall be submitted to the decision maker and Building and Safety prior to issuance of Certificate of Occupancy.

III d2. Expose Sensitive Receptors to Pollutants (Auto-Repair Garage)

- Environmental impacts to adjacent residential properties may result due to air quality and dust from the auto-repair garage. However, these impacts can be mitigated to a level of insignificance by requiring the following measure:

- No window or door opening shall be permitted along the residential sides of the building.
- Any doorway on the residential-facing side of the building shall be constructed of a solid material, and be kept closed at all times, so as to prevent odorous smells or noxious fumes from impacting adjacent residential uses. A screen door, metal security door, or wrought iron door shall not meet this condition.

III e1. Objectionable Odors

- Environmental impacts to adjacent residential properties may result due to objectionable odors from the proposed project. However, these impacts can be mitigated to a level of insignificance by the following measures:
- No window openings shall be permitted on any building facade which abuts a residential use or zone.

III e1i. Air Quality (Objectionable Odors)

- Environmental impacts may result from project implementation due to the location of trash receptacles near adjacent residences. However, these impacts will be mitigated to a level of insignificance by the following measure:
- The trash receptacle shall be relocated at least 50 feet from the property line of any adjacent residential property.
- As an alternative, the trash collection area is required to be fully enclosed.

VI aii. Seismic

- Environmental impacts may result to the safety of future occupants due to the project's location in an area of potential seismic activity. However, this potential impact will be mitigated to a level of insignificance by the following measure:
- The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

VI b2. Erosion/Grading/Short-Term Construction Impacts

- Short-term air quality and noise impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a level of insignificance by the following measures:
- **Air Quality**
- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.
- All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- **Noise**
- The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.
- **General Construction**
- Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.
- All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.
- Gravel approaches shall be used where truck traffic is frequent to reduce soil compaction and the tracking of sediment into streets shall be limited.
- All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.

VII a1. Hazardous Substances

- Environmental impacts may result from project implementation due to the use, storage, and creation of hazardous materials. However, these impacts can be mitigated to a level of insignificance by the following measure:
- Prior to the issuance of the Certificate of Occupancy the applicant shall provide a letter from the Fire Department stating that it has permitted the facility's use, storage, and creation of hazardous substances.

VIII c5. Gas Station/Automobile Repair(Fueling Stations with Two Fuel Islands; Automobile Maintenance and Repair)

- Environmental impacts may result from the release of toxins into the stormwater drainage channels during the routine operation of a gasoline outlet and/or automobile maintenance and repair facility. However, the potential impacts will be mitigated to a level of insignificance by incorporating stormwater pollution control measures. 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. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following: (A copy of the SUSMP can be downloaded at: <http://www.swrcb.ca.gov/rwqcb4/>).
- Project applicants are required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required. This requirement applies to Automotive Repair Shops, projects under the category of Retail Gasoline Outlets are not subject to this numerical design standards.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Promote natural vegetation by using parking lot islands and other landscaped areas.
- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as: NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- Legibility of stencils and signs must be maintained.
- Cleaning of oily vents and equipment to be performed within designated covered area, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connected sanitary sewer with a CPI type oil/water separator. The separator unit must be: designed to handle the quantity of flows; removed for cleaning on a regular basis to remove any solids; and the oil absorbent pads must be replaced regularly according to manufacturer's specifications.
- Store trash dumpsters both under cover and with drains routed to the sanitary sewer or use non-leaking and water tight dumpsters with lids. Wash containers in an area with properly connected sanitary sewer.
- Reduce and recycle wastes, including oil and grease.
- Store liquid storage tanks (drums and dumpsters) in designated paved areas with impervious surfaces in order to contain leaks and spills. Install a secondary containment system such as berms, curbs, or dikes. Use drip pans or absorbent materials whenever grease containers are emptied.
- Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.

- During material handling, prevent materials from spills and leaks, and prevent exposure to rainfall during handling by: designing loading/unloading area to contain leaks and spills, with grade or berm to prevent stormwater run-on; position the roof down spouts to direct stormwater away from the loading/unloading areas.
- Wastes (waste oil, used parts, etc.) must be stored in designated paved areas with impervious surfaces in order to contain leaks and spills. Trash dumpsters must be stored either under cover and with drains routed to the sanitary sewer or use non-leaking and water tight dumpsters with lids. Wash containers within a designated covered area, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to a properly connected sanitary sewer with a CPI type oil/water separator. The separator unit must be: designed to handle the quantity of flows; removed for cleaning on a regular basis (at least twice a year) to remove any solids; and the oil absorbent pads must be replaced regularly according to manufacturer's specifications.
- Store above ground liquid storage tanks (drums and dumpsters) in designated paved areas with impervious surfaces in order to contain leaks and spills. Install a secondary containment system such as berms, dikes, liners, vaults, and double-wall tanks. Where used oil or dangerous waste is stored, a dead-end sump should be installed in the drain. For all other liquids including antifreeze and radiator flush, the drain should be properly connected to a sanitary sewer with a positive control such as a lock, valve, or plug to prevent release of contaminated liquids.
- Storage tanks should be inspected and tested once a year to prevent spills and leakage.
- During vehicle/equipment repair and maintenance, the draining and replacing of lubricants, coolants, and other fluids should be done indoors in designated area. Repair or salvaged vehicles leak fluids also, so drain all fluids including from air conditioner, engine, transmission, and other used parts in designated area.
- Do not pour liquid waste to floor drains, sinks, outdoor storm drain inlets, or other storm drains or sewer connections. Used or leftover cleaning solutions, solvents are to be recycled at authorized recycling facilities. Automotive fluids and oil are toxic and should be discarded at a licensed regulated disposal site.
- Reduce the use of hazardous materials and waste by: using detergent-based or water-based cleaning systems, non-caustic detergents for parts cleaning, and or non-chlorinated solvents.
- Conduct all repair/maintenance activities inside a building or under a roof structure to prevent exposure to rainfall. Exceptions to this requirement include the following activities: electrical diagnostics, battery charging and changing, and tire removal as permitted by the Los Angeles Building Code Section 12.26.13.
- Cleaning of vehicles and equipment to be performed within designated covered or bermed wash area paved with Portland concrete, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to a properly connected sanitary sewer with a CPI type oil/water separator.
- Because automobiles transfer contaminants (gasoline, oil, grease, sediments) to the surrounding pavement, runoff must be treated prior to release into the storm drain. Three types of treatments are available, (1) dynamic flow separator (2) filtration or (3) infiltration. Dynamic flow separators use hydrodynamic force to remove debris, and oil and grease, and are located underground. Filtration involves catch basins with filter inserts. Filter inserts must be inspected every six months and after major storms, and cleaned at least twice a year. Infiltration methods are typically constructed on-site and are determined by various factors such as soil types and groundwater table. Projects under the category of Retail Gasoline Outlets are not subject to this treatment requirement.
- Repair/maintenance bays must be indoors or designed in such a way that doesn't allow stormwater run-on or contact with stormwater runoff.
- Design a repair/maintenance bay drainage system to capture all washwater, leaks and spills. Connect drains to a sump for collection and disposal. Direct connection of the repair/maintenance bays to the storm drain system is prohibited. If required by local jurisdiction, obtain an Industrial Waste Discharge Permit.
- Vehicle/equipment wash areas must be self-contained and/or covered, equipped with a clarifier, or other pretreatment facility, and properly connected to the sanitary sewer.
- Cover loading dock areas or design drainage to minimize run-on and run-off of stormwater.
- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.
- Prescriptive Methods detailing BMPs specific to this project category are available. Applicants are encouraged to incorporate the prescriptive methods into the design plans. These Prescriptive Methods can be obtained at the Public Counter or downloaded from the City's website at: www.lastormwater.org. (See Exhibit B and Exhibit C).

VIII c8.

Parking Lots with 25 or More Spaces or 5,000 Square-feet of Lot Area (Residential, Commercial, Industrial, Public Facility)

- Environmental impacts may result from delivery vehicles and customer and employee vehicles transferring contaminants (gasoline, oil, grease, sediments) to the parking lot and release toxins into the stormwater drainage channels. However, the potential impacts will be mitigated to a level of insignificance by incorporating stormwater pollution control measures. 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. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following: (A copy of the SUSMP can be downloaded at: <http://www.swrcb.ca.gov/rwqcb4/>).
- The storage area must be paved and sufficiently impervious to contain leaks and spills.
- The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- Trash container areas must have drainage from adjoining roofs and pavement diverted around the area(s).
- Trash container areas must be screened or walled to prevent off-site transport of trash.
- Reduce impervious land coverage of parking lot areas.
- Infiltrate runoff before it reaches the storm drain system.
- Runoff must be treated prior to release into the storm drain. Three types of treatments are available, (1) dynamic flow separator; (2) a filtration or (3) infiltration. Dynamic flow separator uses hydrodynamic force to remove debris, and oil and grease, and are located underground. Filtration involves catch basins with filter inserts. Filter inserts must be inspected every six months and after major storms, cleaned at least twice a year. Infiltration methods are typically constructed on-site and are determined by various factors such as soil types and groundwater table.
- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.
- Prescriptive Methods detailing BMPs specific to this project category are available. Applicants are encouraged to incorporate the prescriptive methods into the design plans. These Prescriptive Methods can be obtained at the Public Counter or downloaded from the City's website at: www.lastormwater.org. (See Exhibit D).

IX 0. Greenhouse Gas Emissions

- New construction shall exceed 2005 Title 24 building energy efficiency minimum requirements by 15%; as an alternative, new construction shall meet/exceed 2008 Title 24 building energy efficiency minimum requirements.
- Install a demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the restroom(s).
- Only low- and non-VOC-containing paints, sealants, adhesives, and solvents shall be utilized in the construction of the project.

IX c. Land Use

- The proposed project would permit a land use which is not compatible with that of the surrounding projects. However, the potential impacts would be mitigated to a level of insignificance by the following measure:
- The applicant shall comply with mitigation measures required by this MND.
- The applicant shall construct and maintain a minimum 6-foot in height concrete block wall (if not already present) along the property line(s) abutting residential uses.

XI a2. Increased Noise Levels (Parking Structure Ramps)

- Environmental impacts may result from project implementation due to noise from cars using the parking ramp. However, the potential impacts will be mitigated to a level of insignificance by the following measures:
- Concrete, not metal, shall be used for construction of parking ramps.
- The interior ramps shall be textured to prevent tire squeal at turning areas.
- Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

XI a4. Increased Noise Levels (Public Address and Paging System)

- Environmental impacts to the adjacent residential properties may result due to outdoor public address or paging systems on the site. However, these impacts will be mitigated to a level of insignificance by the following measures:
- Any outdoor address or paging systems shall be designed by a qualified audio sound engineer with the following minimum specifications.
- Only low-pressure type speakers shall be used which are designed to have a minimum coverage area of approximately 400 square feet each.

- Distance between speakers shall not exceed 40 feet.
- Amplified signals shall be inaudible beyond the boundaries of the subject property.

XI a8. Increased Noise Levels (Auto-Repair Garage)

- Environmental impacts to adjacent residential properties may result from project implementation due to mobile noise from the auto-repair garage. However, these impacts will be mitigated to a level of insignificance by the following measure:
- Any openings along the residential-facing side of the building shall be kept closed with appropriate sound-attenuating doors, such that operational noises within the building cannot be heard beyond the common property line with adjacent residential uses.

XI a10. Increased Noise Levels (Operational Noise from Machine and/or Other Electronic Devices)

- Environmental impacts to adjacent properties may result from project implementation due to the installation and testing of _____. However, the potential impact will be mitigated to a level of insignificance by the following measure:
- The proposed facility shall be designed with noise-attenuating features (physical as well as operational) by a licensed acoustical sound engineer to assure that operational sounds shall be inaudible beyond the property line.

XIII a. Public Services (Fire)

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal fire protection facilities. However, this potential impact will be mitigated to a level of insignificance by the following measure:
- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

XIII b1. Public Services (Police General)

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a level of insignificance by the following measure:
- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to Design Out Crime Guidelines: Crime Prevention Through Environmental Design published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213)485-3134. These measures shall be approved by the Police Department prior to the issuance of building permits.

XIII e. Public Services (Street Improvements Not Required By DOT)

- Environmental impacts may result from project implementation due to the deterioration of street quality from increased traffic generation. However, the potential impact will be mitigated to a level of insignificance by the following measure:
- The project shall comply with the Bureau of Engineering's requirements for street dedications and improvements that will reduce traffic impacts in direct portion to those caused by the proposed project's implementation.

XVI d. Utilities (Local or Regional Water Supplies)

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a level of insignificance by the following measures:
- The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g, use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).
- If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.

- **(All New Construction, Commercial/Industrial Remodel, Condominium Conversions, and Adaptive Reuse)**
Unless otherwise required, and to the satisfaction of the Department of Building and Safety, the applicant shall install:
 - a. High-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate. Rebates may be offered through the Los Angeles Department of Water and Power to offset portions of the costs of these installations.
 - b. Restroom faucets with a maximum flow rate of 1.5 gallons per minute.
 Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)
- **(All New Commercial and Industrial)**
Unless otherwise required, all restroom faucets shall be of a self-closing design, to the satisfaction of the Department of Building and Safety.
- **(Landscaping)**
In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
 - a. Weather-based irrigation controller with rain shutoff;
 - b. Matched precipitation (flow) rates for sprinkler heads;
 - c. Drip/microspray/subsurface irrigation where appropriate;
 - d. Minimum irrigation system distribution uniformity of 75 percent;
 - e. Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials; and
 - f. Use of landscape contouring to minimize precipitation runoff.
 - g. A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for irrigated landscape areas totaling 5,000 sf. and greater, to the satisfaction of the Department of Building and Safety.

XVI f. Utilities (Solid Waste)

- Environmental impacts may result from project implementation due to the creation of additional solid waste. However, this potential impact will be mitigated to a level of insignificance by the following measure:
- Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.

XVII b. Cumulative Impacts

- There may be environmental impacts which are individually limited, but significant when viewed in connection with the effects of past projects, other current projects, and probable future projects. However, these cumulative impacts will be mitigated to a level of insignificance by imposing the above mitigation measures.

XVII d. End

- The conditions outlined in this proposed mitigated negative declaration which are not already required by law shall be required as condition(s) of approval by the decision-making body except as noted on the face page of this document.
- Therefore, it is concluded that no significant impacts are apparent which might result from this project's implementation.

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

LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICT: CD 4 - TOM LABONGE	DATE: 09/22/2009
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2009-34-MND	RELATED CASES: ZA-2009-33-CU	
PREVIOUS ACTIONS CASE NO.:	<input type="checkbox"/> Does have significant changes from previous actions. <input checked="" type="checkbox"/> Does NOT have significant changes from previous actions.	
PROJECT DESCRIPTION: EXPANSION OF AUTOMOTIVE REPAIR FACILITY		
ENV PROJECT DESCRIPTION: Construction of a one-story, 22-foot-tall, approximately 8,300-square-foot automotive repair facility, including rooftop parking area, as an expansion to an existing approximately 9,920-square-foot automobile repair facility, including body and fender repair, spray painting, and accessory used automobile sales, on an approximately 23,400-square-foot parcel in the C4-1D Zone. As proposed, the project required a Conditional Use to permit the expansion of the automotive repair use, with hours of operation from 7:00 a.m. to 7:00 p.m. Monday through Friday, and from 9:00 a.m. to 8:00 p.m. on Saturday, being located within 300 feet of a residential zone.		
ENVIRONMENTAL SETTINGS: The property, comprised of three contiguous parcels, is a level, "L"-shaped, interior, approximately 23,400-square-foot parcel of land with an approximately 123-foot frontage on the south side of Sunset Boulevard and a 60-foot frontage on the west side of Curson Avenue. The property generally has an even width and depth of 123 feet and 160 feet, respectively, with a 60-foot by 62-foot portion of the property fronting on Curson Street. The property is located within Flood Zone X and is approximately 0.5 kilometers from the nearest known fault. The "D" Development limitation on the zoning of the property (Ordinance No. 164,712) limits the total floor area of all buildings on a lot to one time the buildable area of the lot. The property is developed with a 9,760-square-foot used automobile sales lot and 9,920-square-foot automotive repair facility, both fronting on Sunset Boulevard, and a 3,720-square-foot surface parking lot, fronting on Curson Avenue. The proposed new construction is proposed for the portion of the property used for used automobile sales. Sunset Boulevard, adjoining the property on the north, is a designated Major Highway, Class II, dedicated a substandard width of 100 feet and improved with asphalt roadway, concrete curb, gutter, and sidewalk. Curson Avenue, adjoining the property on the east, is a designated collector Street, dedicated a width of 60 feet and improved with asphalt roadway, concrete curb, gutter, sidewalk, and parkway. Surrounding abutting and adjoining properties to the north, east and west are zoned C4-1D and generally developed with one- and two-story commercial retail, restaurant, and service uses. Abutting properties to the south are zoned RD1.5-1XL and developed with a two-story, 20-unit, multi-family residential building and a two-story, 32-unit, senior home.		
PROJECT LOCATION: 7614 WEST SUNSET BOULEVARD; HOLLYWOOD, 90046		
COMMUNITY PLAN AREA: HOLLYWOOD STATUS: <input checked="" type="checkbox"/> Does Conform to Plan	AREA PLANNING COMMISSION: CENTRAL	CERTIFIED NEIGHBORHOOD COUNCIL: HOLLYWOOD HILLS WEST

Does NOT Conform to Plan

EXISTING ZONING:
C4-1D

**MAX. DENSITY/INTENSITY
ALLOWED BY ZONING:**
1:1 FAR (D Limitation)

GENERAL PLAN LAND USE:
NEIGHBORHOOD OFFICE COMMERCIAL

**MAX. DENSITY/INTENSITY
ALLOWED BY PLAN
DESIGNATION:**
1.5:1 FAR

LA River Adjacent:
NO

PROPOSED PROJECT DENSITY:
0.85:1 FAR

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

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

City Planning Associate

(213) 978-1349

Signature

Title

Phone

Evaluation Of Environmental Impacts:

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

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

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input checked="" type="checkbox"/> AESTHETICS <input type="checkbox"/> AGRICULTURAL RESOURCES <input checked="" type="checkbox"/> AIR QUALITY <input type="checkbox"/> BIOLOGICAL RESOURCES <input type="checkbox"/> CULTURAL RESOURCES <input checked="" type="checkbox"/> GEOLOGY AND SOILS	<input checked="" type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input checked="" type="checkbox"/> HYDROLOGY AND WATER QUALITY <input checked="" type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input checked="" type="checkbox"/> NOISE <input type="checkbox"/> POPULATION AND HOUSING	<input checked="" type="checkbox"/> PUBLIC SERVICES <input type="checkbox"/> RECREATION <input type="checkbox"/> TRANSPORTATION/CIRCULATION <input checked="" type="checkbox"/> UTILITIES <input checked="" type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
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INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:

Hakop Keshishyan

PHONE NUMBER:

(213) 798-3838

APPLICANT ADDRESS:

11720 Blix Street
 Valley Village, CA 91607

AGENCY REQUIRING CHECKLIST:

Department of City Planning

DATE SUBMITTED:

01/06/2009

PROPOSAL NAME (if Applicable):

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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I. AESTHETICS				
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?			✓
b.	SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED SCENIC HIGHWAY?		✓	
c.	SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?	✓		
d.	CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?	✓		
II. AGRICULTURAL RESOURCES				
a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?			✓
b.	CONFLICT THE EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?			✓
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?			✓
III. AIR QUALITY				
a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD OR CONGESTION MANAGEMENT PLAN?		✓	
b.	VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?	✓		
c.	RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?		✓	
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?	✓		
e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?	✓		
IV. BIOLOGICAL RESOURCES				
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?			✓
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?			✓
c.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?			✓
d.	INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?			✓

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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e.	CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS TREE PRESERVATION POLICY OR ORDINANCE (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?				✓
f.	CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?				✓

V. CULTURAL RESOURCES

a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA 15064.5?				✓
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA 15064.5?				✓
c.	DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?				✓
d.	DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?				✓

VI. GEOLOGY AND SOILS

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

VII. HAZARDS AND HAZARDOUS MATERIALS

a.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS?		✓		
b.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?		✓		

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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c.	EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?		✓		
d.	BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?				✓
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?				✓
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR THE PEOPLE RESIDING OR WORKING IN THE AREA?				✓
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?				✓
h.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?				✓

VIII. HYDROLOGY AND WATER QUALITY

a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?			✓	
b.	SUBSTANTIALLY DEplete GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED)?				✓
c.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?				✓
d.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN AN MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF SITE?				✓
e.	CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?				✓
f.	OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?		✓		
g.	PLACE HOUSING WITHIN A 100-YEAR FLOOD PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?				✓
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?				✓
i.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?				✓
j.	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?				✓

IX. LAND USE AND PLANNING

a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?				✓
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Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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b.	CONFLICT WITH APPLICABLE LAND USE PLAN, POLICY OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?		✓		
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?				✓

X. MINERAL RESOURCES

a.	RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?				✓
b.	RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN, OR OTHER LAND USE PLAN?				✓

XI. NOISE

a.	EXPOSURE OF PERSONS TO OR GENERATION OF NOISE IN LEVEL IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?		✓		
b.	EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?			✓	
c.	A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?			✓	
d.	A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?		✓		
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?				✓
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?				✓

XII. POPULATION AND HOUSING

a.	INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?				✓
b.	DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?				✓
c.	DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?				✓

XIII. PUBLIC SERVICES

a.	FIRE PROTECTION?		✓		
b.	POLICE PROTECTION?		✓		
c.	SCHOOLS?			✓	
d.	PARKS?			✓	
e.	OTHER GOVERNMENTAL SERVICES (INCLUDING ROADS)?		✓		

XIV. RECREATION

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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a.	WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?		✓	
b.	DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?			✓

XV. TRANSPORTATION/CIRCULATION

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)?		✓	
b.	EXCEED, EITHER INDIVIDUALLY OR CUMULATIVELY, A LEVEL OF SERVICE STANDARD ESTABLISHED BY THE COUNTY CONGESTION MANAGEMENT AGENCY FOR DESIGNATED ROADS OR HIGHWAYS?		✓	
c.	RESULT IN A CHANGE IN AIR TRAFFIC PATTERNS, INCLUDING EITHER AN INCREASE IN TRAFFIC LEVELS OR A CHANGE IN LOCATION THAT RESULTS IN SUBSTANTIAL SAFETY RISKS?			✓
d.	SUBSTANTIALLY INCREASE HAZARDS TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?			✓
e.	RESULT IN INADEQUATE EMERGENCY ACCESS?		✓	
f.	RESULT IN INADEQUATE PARKING CAPACITY?		✓	
g.	CONFLICT WITH ADOPTED POLICIES, PLANS, OR PROGRAMS SUPPORTING ALTERNATIVE TRANSPORTATION (E.G., BUS TURNOUTS, BICYCLE RACKS)?		✓	

XVI. UTILITIES

a.	EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?		✓	
b.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?		✓	
c.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?			✓
d.	HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCE, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?	✓		
e.	RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECTS PROJECTED DEMAND IN ADDITION TO THE PROVIDERS		✓	
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECTS SOLID WASTE DISPOSAL NEEDS?	✓		
g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?		✓	

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE			✓
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Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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	MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?			
b.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? (CUMULATIVELY CONSIDERABLE MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS).		✓	
c.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?		✓	

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

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

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

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2009-34-MND** and the associated case(s), **ZA-2009-33-CU**. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

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

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org> ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shmp/> Engineering/Infrastructure/Topographic Maps/Parcel Information - <http://boemaps.eng.ci.la.ca.us/index01.htm> or City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
JONATHAN HERSHEY	City Planning Associate	(213) 978-1349	09/29/2009

Impact?	Explanation	Mitigation Measures
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APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS		
a.	NO IMPACT	The project has no impact on scenic vistas; the project involves the redevelopment of commercial-zoned property within an urban area having no identified scenic vista resources.
b.	LESS THAN SIGNIFICANT IMPACT	The project is located along a scenic highway, but proposes to redevelop an existing parking lot with a new commercial building. The parking lot and prior use does not retain any aesthetic component that would be desirable to retain. The project results in a less than significant impact.
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>The project proposes to locate an expanded automobile repair use adjacent to sensitive residential uses. Further, the project fronts on a scenic highway.</p> <p>I b2, I b4, I b5 The project is required to incorporate landscaping, and be maintained free from graffiti, trash, litter, debris, and excessive commercial signage.</p>
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>The project proposes to locate an expanded automobile repair use adjacent to sensitive residential uses, including a rooftop parking lot. The project may result in increased glare or adverse nighttime lighting.</p> <p>I c1, I c2 The exterior finish materials of the building are required to be of a low-reflectance or non-glare material. Rooftop lighting is required to be shielded from view</p>
II. AGRICULTURAL RESOURCES		
a.	NO IMPACT	The project has no impact on farmland; the project involves the redevelopment of commercial-zoned property within an urban area.
b.	NO IMPACT	The project has no impact on farmland and is not encumbered by a Williamson Act contract; the project involves the redevelopment of commercial-zoned property within an urban area.
c.	NO IMPACT	The project has no impact on farmland; the project involves the redevelopment of commercial-zoned property within an urban area.
III. AIR QUALITY		
a.	LESS THAN SIGNIFICANT IMPACT	The proposed automotive repair facility will result in localized increases in air pollution; however, such use does not conflict or obstruct implementation of congestion management or air quality plans.

Impact?	Explanation	Mitigation Measures	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will result in increased localized air pollution; further, the project proposes the use and maintenance of spray painting. Routine use and maintenance of the proposed automobile repair facility is not anticipated to result in air pollution levels resulting in adverse impacts; however, the proposed spray painting use may have an adverse impact on local air quality.	III d1i All spray painting is required to conform with SCAQMD requirements for emission controls.
c.	LESS THAN SIGNIFICANT IMPACT	The project will result in increased air pollution. However, such increase is not anticipated to meet or exceed guideline threshold of significance for adverse impact, and further, air quality impacts are minimized through compliance with measures III d1ii and III d2.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed automotive repair facility will result in localized increases in air pollution, adversely affecting adjacent residential uses.	III d1, III d2 An air filtration system is required to be incorporated into the project; all exhaust fumes are required to be directed away from adjacent residential uses.
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The applicant proposes to maintain their commercial trash enclosure immediately adjacent to a residential use lot; the project may result in the generation of odors which may adversely affect abutting residential uses.	III e1, III e1i The project is required to separate or isolate odor-causing wastes from adjacent residential uses.

IV. BIOLOGICAL RESOURCES

a.	NO IMPACT	The project has no impact on habitats or sensitive biological resources; the project involves the redevelopment of commercial-zoned property within an urban area. The property is presently 100 percent developed with an asphalt parking lot and does not support any viable habitats.	
b.	NO IMPACT	The project has no impact on existing riparian or sensitive natural communities; the project involves the redevelopment of commercial-zoned property within an urban area. The property is presently 100 percent developed with an asphalt parking lot and does not support any viable habitats.	
c.	NO IMPACT	The project has no impact on wetland or hydrological resources; the project involves the redevelopment of commercial-zoned property within an urban area. The property is presently 100 percent developed with an asphalt parking lot and does not contain any	

Impact?	Explanation	Mitigation Measures
d. NO IMPACT	<p>wetlands.</p> <p>The project has no impact on the movement of wildlife or fish species; the project involves the redevelopment of commercial-zoned property within an urban area. The property is presently 100 percent developed with an asphalt parking lot and does not support any viable habitats.</p>	
e. NO IMPACT	<p>The project has no impact on local biological resource protection ordinances; the project involves the redevelopment of commercial-zoned property within an urban area. The property is presently 100 percent developed with an asphalt parking lot and does not support any biological resources.</p>	
f. NO IMPACT	<p>The project is not located within an adopted habitat or natural community conservation plan. The property is presently 100 percent developed with an asphalt parking lot and does not support any biological resources.</p>	

V. CULTURAL RESOURCES

a.	NO IMPACT	<p>The project has no impact on any historic resources. The property is presently 100 percent developed with an asphalt parking lot and does not contain, nor is adjacent to, any identified historic resources.</p>	
b.	NO IMPACT	<p>The project proposes new construction of a one-story commercial building, and no significant excavatory activities are proposed. The project has no impact on any archaeological resources.</p>	
c.	NO IMPACT	<p>The project proposes new construction of a one-story commercial building, and no significant excavatory activities are proposed. The project has no impact on any paleontological or geologic resources.</p>	
d.	NO IMPACT	<p>The project proposes new construction of a one-story commercial building, and no significant excavatory activities are proposed. The property is not located adjacent to, or within proximity to areas of known human interments. The project has no impact on buried human remains.</p>	

VI. GEOLOGY AND SOILS

Impact?	Explanation	Mitigation Measures
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a.	LESS THAN SIGNIFICANT IMPACT	The project is located within the Southern California region which is crossed by many active faults; as such, the project is subject to stricter state-mandated construction standards (refer to measure VI aii).	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project is located approximately 0.5 kilometers from the nearest known fault.	VI aii The project is required to incorporate enhanced building standards.
c.	NO IMPACT	The property is not located within an area identified as at-risk for liquefaction.	
d.	NO IMPACT	The property is not located within an area identified as at-risk for landslide.	
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project proposes superficial grading associated with the demolition of the existing parking lot and construction of the proposed building. Routine construction activities may result in exposing the topsoil to erosion.	VI b2 The project is required to comply with standard construction-impact mitigation measures.
f.	NO IMPACT	The property is not located within an area identified as at-risk for destabilization.	
g.	NO IMPACT	The property is not located within an area identified as at-risk for expansive soils.	
h.	NO IMPACT	The project is required to provide and maintain a connection to the municipal sanitary sewer system.	

VII. HAZARDS AND HAZARDOUS MATERIALS

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed automotive repair facility will result in the use and generation of potentially hazardous materials.	VII a1 The applicant is required to obtain all appropriate permits from the Fire Department related to the use, creation, storage, and disposal of hazardous waste materials.
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project proposes a significant expansion to an existing automotive repair facility. The proposed use will result in the generation of potentially hazardous materials.	Potential impacts resulting from accidental release are reduced to less than significant levels through compliance with measures III d1i, VII a1, VIII c5, and VIII c8.
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project proposes a significant expansion to an existing automotive repair facility. The proposed use may result in the emission of potentially hazardous materials.	Compliance with measures III d1ii and VII a1 reduce such impacts to a less than significant level.
d.	NO IMPACT	The property is not listed on any database of hazardous materials sites.	
e.	NO IMPACT	The property is not located within or adjacent to an airport land use plan.	
f.	NO IMPACT	The property is not located adjacent to or within the vicinity of a private airstrip.	

Impact?	Explanation	Mitigation Measures
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g.	NO IMPACT	The project proposes the construction of a commercial building on a commercially-zoned lot; the project has no impact on implementation of, and does not physically obstruct emergency response and/or evacuation plans.	
h.	NO IMPACT	The property is located within a highly urbanized area with no adjacency to wildland areas; the project has no impact on the exposure of persons or structures to areas at-risk for wildfire.	

VIII. HYDROLOGY AND WATER QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	The project will result in the generation of wastewater and stormwater runoff. However, all wastewater is required to be disposed of into the municipal sanitary sewer system and stormwater into the municipal stormwater system. Disposal of all liquid contaminants generated over the course of routine use and maintenance of the automobile repair facility is otherwise regulated.	
b.	NO IMPACT	The property is presently 100 percent developed with an asphalt parking lot; the proposed project will not further impact groundwater recharge.	
c.	NO IMPACT	The property is presently 100 percent developed with an asphalt parking lot; the proposed project will not further impact risk for on- or off-site siltation.	
d.	NO IMPACT	The property is presently 100 percent developed with an asphalt parking lot; the proposed project will not further impact risk for on- or off-site flooding.	
e.	NO IMPACT	The property is presently 100 percent developed with an asphalt parking lot; the proposed project will not result in additional stormwater runoff.	
f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed uses will result in the potential for pollution of stormwater flows from the proposed automotive repair use and rooftop parking lot.	VIII c5, VIII c8 The project is required to incorporate measures to minimize stormwater pollution.
g.	NO IMPACT	The project proposes no housing.	
h.	NO IMPACT	The property is located within Flood Zone X, areas outside the 500-year flood areas.	
i.	NO IMPACT	The property is not located in an area identified as at-risk for flooding due to failure of a dam or levee.	
j.	NO IMPACT	The property is not located within areas identified as at-risk for inundation.	

IX. LAND USE AND PLANNING

Impact?	Explanation	Mitigation Measures
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a.	NO IMPACT	The project proposes the redevelopment of an existing commercial lot. The physical proposed development conforms with the development regulations of zone and plan.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Routine construction, use and maintenance activities will result in increased greenhouse gas emissions. The project proposes an expanded automobile repair use adjacent to sensitive residential uses.	IX 0, IX c The project is required to incorporate greenhouse gas emission measures into the construction, use and maintenance of project.
c.	NO IMPACT	The project is not located within an adopted habitat or natural community conservation plan.	

X. MINERAL RESOURCES

a.	NO IMPACT	The project proposes the redevelopment of an existing commercial lot. The property is not located in an area known to contain significant mineral resources.	
b.	NO IMPACT	The project proposes the redevelopment of an existing commercial lot. The property is not located in an area known to contain significant mineral resources.	

XI. NOISE

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project proposes to locate an expanded automobile repair use adjacent to noise-sensitive residential uses.	XI a8 Project-related noise is required to be contained within the building and/or directed away from adjacent residential uses.
b.	LESS THAN SIGNIFICANT IMPACT	The project proposes to expand an automobile repair use adjacent to noise-sensitive residential uses. The project may result in groundborne noise or vibrations. However, the anticipated groundborne noise associated with the routine use and maintenance of the proposed use is not anticipated to meet or exceed thresholds of significance for potentially adverse impact.	
c.	LESS THAN SIGNIFICANT IMPACT	The project proposes to expand an automobile repair use adjacent to noise-sensitive residential uses. The project will result in permanent increases in ambient noise levels above existing conditions. However, as proposed, all repair activities will take place within a new building, substantially reducing and redirecting noise away from the adjacent residential uses, reducing the impact to a less than significant impact. Further, compliance with measures XI a8, XI a2, XI a4, and XI a10 reduce the noise impact below significance thresholds.	

Impact?	Explanation	Mitigation Measures
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d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project proposes to locate an expanded automobile repair use adjacent to sensitive residential uses.	XI a2, XI a4, XI a10 Short-term construction related noise is reduced to a less than significant level through compliance with measure VI b2. Noise generated as a result of on-going use and maintenance is reduced through the use of noise-attenuating materials, containment, and redirection.
e.	NO IMPACT	The property is not located within or adjacent to an airport land use plan.	
f.	NO IMPACT	The property is not located adjacent to or within the vicinity of a private airstrip.	

XII. POPULATION AND HOUSING

a.	NO IMPACT	The project proposes redevelopment of a parking lot with an expanded commercial-use building, within an established urban community. The project has no growth-inducing impact.	
b.	NO IMPACT	The project proposes redevelopment of a parking lot with an expanded commercial-use building; the property contains no residential use. Therefore, the project results no impact displacing existing housing.	
c.	NO IMPACT	The project proposes redevelopment of a parking lot with an expanded commercial-use building; the property contains no residential use. Therefore, the project results no impact displacing existing persons.	

XIII. PUBLIC SERVICES

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will result in increased demand for Fire Department services.	XIII a Project plans are required to be submitted to the Fire Department for review and approval.
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will result in increased demand for Police Department services.	XIII b1 The applicant is required to incorporate design measures that minimize the potential for increased police service demand.
c.	LESS THAN SIGNIFICANT IMPACT	The construction of new commercial square-footage results in an increased demand for public school service; however, the increased demand does not meet or exceed guideline thresholds of significance for adverse impact on existing school service.	
d.	LESS THAN SIGNIFICANT IMPACT	The construction of new commercial square-footage results in an increased demand for public park service; however, the increased demand does not meet or exceed guideline thresholds of significance for adverse impact on	

Impact?	Explanation	Mitigation Measures
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e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	existing park service. The project proposes the relocation of the existing driveway; the proposed location may result in a hazardous or incompatible design.	XIII e Project plans are required to be submitted to the Bureau of Engineering and Department of Transportation for review and approval.
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XIV. RECREATION

a.	LESS THAN SIGNIFICANT IMPACT	The construction of new commercial square-footage results in an increased demand for public recreational facility service; however, the increased demand does not meet or exceed guideline thresholds of significance for adverse impact on existing recreational facilities.	
b.	NO IMPACT	The project proposes no recreational uses, nor requires the expansion of existing recreational facilities.	

XV. TRANSPORTATION/CIRCULATION

a.	LESS THAN SIGNIFICANT IMPACT	Per LADOT traffic assessment dated August 26, 2009, the project does not result in a substantial impact to the existing traffic load and capacity of the street system.	
b.	LESS THAN SIGNIFICANT IMPACT	Per LADOT traffic assessment dated August 26, 2009, the project does not result in a substantial impact to the level of service at impacted traffic intersections.	
c.	NO IMPACT	The project proposes a 22-foot in height commercial building; the project has no impact on air traffic patterns.	
d.	NO IMPACT	Per LADOT traffic assessment dated August 26, 2009, the project proposes no impact resulting in a hazardous design feature or incompatible use.	
e.	LESS THAN SIGNIFICANT IMPACT	Per LADOT traffic assessment dated August 26, 2009, the project does not result in a significant impact resulting in inadequate emergency access.	
f.	LESS THAN SIGNIFICANT IMPACT	The project proposes to provide all code-required parking.	
g.	LESS THAN SIGNIFICANT IMPACT	Per LADOT traffic assessment dated August 26, 2009, the project does not result in a significant impact on plans or policies regarding alternative transportation.	

XVI. UTILITIES

a.	LESS THAN SIGNIFICANT IMPACT	The project will result in increased wastewater generation; however, wastewater is regionally treated, and the project has no significant impact on treatment regulation or standard.	
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Impact?	Explanation	Mitigation Measures
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b.	LESS THAN SIGNIFICANT IMPACT	The project will result in increased water demand and wastewater generation; however, such increase is not anticipated to meet or exceed thresholds of significance for adverse impact on existing treatment facilities.	
c.	NO IMPACT	The project does not result in increased stormwater runoff flows.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will result in increased water demand.	XVI d The project is required to incorporate enhanced water conservation measures.
e.	LESS THAN SIGNIFICANT IMPACT	The project will result in increased wastewater generation, however, such increase is not anticipated to meet or exceed guideline thresholds of significance for potential adverse impact on existing wastewater treatment facilities.	
f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will result in increased solid waste generation.	XVI f The applicant is required to implement, utilize and maintain a waste recycling program.
g.	LESS THAN SIGNIFICANT IMPACT	The project will result in increased solid waste generation. However, as the project is otherwise required to dispose of all waste products either through certified landfills or through designated hazardous waste disposal sites, the project results in a less than significant impact on waste disposal regulation compliance.	

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	NO IMPACT	The property is located within an urban area, on property which does not presently support any natural habitat. The project has no significant impact on the natural environment.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will result in a cumulative increase in water demand and wastewater generation.	XVII b Compliance with measures IX 0, XVI d, and XVI f reduce the impacts to a less than significant level.
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project results in impacts on humans through the concentration and generation of air pollution and toxic chemicals, and the generation of noise.	XVII d Compliance with the measures outlined above, reduce the impacts to less than significant levels.