

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**

|  |   |
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| <b>LEAD CITY AGENCY</b><br>City of Los Angeles | <b>COUNCIL DISTRICT</b><br>CD 1 - GILBERT CEDILLO |
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|---|---|
| <b>PROJECT TITLE</b><br>ENV-2014-4943-MND | <b>CASE NO.</b><br>CPC-2014-4942-ZC-HD-DB-SPR |
|---|---|

**PROJECT LOCATION**  
992 S ARAPAHOE ST

**PROJECT DESCRIPTION**  
The proposed Project is on a site comprised of nine (9) contiguous lots measuring approximately 51,947 square feet in size, and is zoned C4-2 and R4-1 with General Plan Land Use designations of General Commercial and High Medium Residential in the Wilshire Community Plan Area. The site is currently vacant. The proposed Project includes the construction of a new seven-story, 91-foot tall mixed use development consisting of a 173-unit multi-family structure and 36,180 square feet of commercial uses with a total of 288 on-site vehicle parking spaces (203 vehicle parking spaces for residential uses, 85 commercial vehicle parking spaces for commercial uses) located in one (1) podium parking level and three (3) subterranean parking levels. The total Project contains approximately 187,180 square feet of floor area.

The requested entitlements are a Height District Change from R4-1 to R4-2, Density Bonus with two (2) incentives and a Site Plan Review for a development project that results in 173 dwelling units and 36,180 square feet of ground floor retail commercial uses. The Project will also need a Haul Route for the proposed export of 65,000 cubic yards of soil.

As part of this application, the Department of City Planning has initiated a Zone Change from C2-2 to C2-1 as a technical correction to a recorded mapping error which will create consistency between the Zone and the General Plan Land Use Designation for the C2 zoned lots.

**NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY**  
Shahim Simon Neman/NY Properties LLC  
1433 Griffith Avenue  
Los Angeles, CA 90021

**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.

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|---|------------------------------|---|
| <b>NAME OF PERSON PREPARING THIS FORM</b><br><i>Kinikia Gardner, AICP</i> | <b>TITLE</b><br>City Planner | <b>TELEPHONE NUMBER</b><br>(213) 978-1445 |
|---|------------------------------|---|

|   |   |                               |
|---|---|-------------------------------|
| <b>ADDRESS</b><br>200 N. SPRING STREET, 7th FLOOR<br>LOS ANGELES, CA. 90012 | <b>SIGNATURE (Official)</b><br><i>Bea Or Leub</i> | <b>DATE</b><br>MARCH 13, 2017 |
|---|---|-------------------------------|

**XVI-40. Safety Hazards**

- Environmental impacts may result from project implementation due to hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses. However, the potential impacts can be mitigated to a less than significant level by the following measure:
- The developer shall install appropriate traffic signs around the site to ensure pedestrian, bicycle, and vehicle safety.
- The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

**XVI-80. Transportation/Traffic**

- The project will result in impacts to transportation and/or traffic systems. However, the impact can be reduced to a less than significant level through compliance with the following measure(s):
- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- Temporary pedestrian facilities should be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.
- The LAUSD Transportation Branch at (213) 580-2950 must be contacted regarding the potential impact upon existing school bus routes. School buses must have unrestricted access to schools. During the construction phase, truck traffic and construction vehicles may not cause traffic delays for our transported students. During and after construction changed traffic patterns, lane adjustment, traffic light patterns, and altered bus stops may not affect school buses' on-time performance and passenger safety. Because of provisions in the California Vehicle Code, other trucks and construction vehicles that encounter school buses, using red-flashing-lights must-stop-indicators will have to stop. The Project Manager or designee will have to notify the LAUSD Transportation Branch of the expected start and ending dates for various portions of the project that may affect traffic within nearby school areas. a. Contractors must maintain safe and convenient pedestrian routes to all nearby schools. The applicable Pedestrian Route to School map can be found at <http://www.lausd-oehs.org/saferoutestoschools.asp>. b. Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing pedestrian and vehicle routes to school may be impacted. c. Installation and maintenance of appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety. d. Haul routes will not pass by any school, except when school is not in session. e. No staging or parking of construction-related vehicles, including worker-transport vehicles, will occur on or adjacent to a school property. f. Funding for crossing guards (at contractor's expense) is required when safety of children may be compromised by construction-related activities at impacted school crossings. g. Barriers and/or fencing must be installed to secure construction equipment and to minimize trespassing, vandalism, sho

**XIX-10. 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 less than significant level through compliance with the above mitigation measures.

**XIX-20. Effects On Human Beings**

- The project has potential environmental effects which cause substantial adverse effects on human beings, either directly or indirectly. However, these potential impacts will be mitigated to a less than significant level through compliance with the above mitigation measures.

**XIX-30. 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)

|   |  |              |
|---|--|--------------|
| <b>LEAD CITY AGENCY:</b><br>City of Los Angeles | <b>COUNCIL DISTRICT:</b><br>CD 1 - GILBERT CEDILLO | <b>DATE:</b> |
|---|--|--------------|

**RESPONSIBLE AGENCIES:** Department of City Planning

|   |   |
|---|---|
| <b>ENVIRONMENTAL CASE:</b><br>ENV-2014-4943-MND | <b>RELATED CASES:</b><br>CPC-2014-4942-ZC-HD-DB-SPR |
|---|---|

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

**PROJECT DESCRIPTION:**  
HEIGHT DISTRICT CHANGE AND DENSITY BONUS WITH 2 ON-MENU INCENTIVES FOR NEW CONSTRUCTION AND MAINTENANCE OF A MIXED USE, 172 RESIDENTIAL UNIT, 184,560 SQUARE FOOT BUILDING

**ENV PROJECT DESCRIPTION:**  
The proposed Project is on a site comprised of nine (9) contiguous lots measuring approximately 51,947 square feet in size, and is zoned C4-2 and R4-1 with General Plan Land Use designations of General Commercial and High Medium Residential in the Wilshire Community Plan Area. The site is currently vacant. The proposed Project includes the construction of a new seven-story, 91-foot tall mixed use development consisting of a 173-unit multi-family structure and 36,180 square feet of commercial uses with a total of 288 on-site vehicle parking spaces (203 vehicle parking spaces for residential uses, 85 commercial vehicle parking spaces for commercial uses) located in one (1) podium parking level and three (3) subterranean parking levels. The total Project contains approximately 187,180 square feet of floor area.

The requested entitlements are a Height District Change from R4-1 to R4-2, Density Bonus with two (2) incentives and a Site Plan Review for a development project that results in 173 dwelling units and 36,180 square feet of ground floor retail commercial uses. The Project will also need a Haul Route for the proposed export of 65,000 cubic yards of soil.

As part of this application, the Department of City Planning has initiated a Zone Change from C2-2 to C2-1 as a technical correction to a recorded mapping error which will create consistency between the Zone and the General Plan Land Use Designation for the C2 zoned lots.

**ENVIRONMENTAL SETTINGS:**  
The property consists of nine (9) south-sloping rectangular lots, measuring approximately 51,947 square feet, with a frontage of approximately 285 feet along West Olympic Boulevard, a frontage of approximately 180 feet along South Hoover Street, and a frontage of approximately 190 feet along South Arapahoe Street.

The Project site is currently vacant. At the time this environmental review was conducted, the Project site was cleared of all structures and grading activities had begun. Orders to Comply to obtain necessary permits were issued by the Los Angeles Department of Building and Safety's Code Inspection Unit. The lots have General Commercial and High Medium Residential General Plan Land Use designations, located in the Wilshire Community Plan Area and are not located within any specific plan areas.

The Project site is bound by Olympic Boulevard to the south, Hoover Street to the east and South Arapahoe Street to the west. The site adjoins Olympic Boulevard to the south, which is designated as a Boulevard II with an approximately 80-foot roadway width and an approximately 110-foot right-of-way width. The site adjoins Arapahoe Street to the west, which is designated as a Local Street - Standard with an approximately 36-foot roadway width and an approximately 60-foot right-of-way width. Hoover Street adjoins the Project site to the east of the Project site and is designated as an Avenue II, with an approximately 56-foot roadway width and an approximately 86-foot right-of-way width.

There are no existing trees on the Project site.

Surrounding lots to the north are zoned R4-1 with a General Plan Land Use designation of High Medium Residential, and are

developed with a range of uses from single- and multi-family dwellings to homes for the aged. Surrounding lots to the south and across Olympic Boulevard are zoned C2-2 with a General Plan Land Use designation of General Commercial, and are developed with auto uses, as well as various retail and office commercial buildings. Surrounding lots to the west and across Arapahoe Street are zoned R4-1 and C2-2 with General Plan Land Use designations of High Medium Residential and General Commercial, and are developed with mixed use development and multifamily dwellings. Surrounding lots to the east across Hoover Street are zoned C2-2 and R4-1 with General Plan Land Use designations of High Medium Residential and General Commercial, and consist of retail commercial and multifamily dwellings.

The Project site is within the Promise Zone of the MacArthur Park Area, the Transit Priority Area, the Los Angeles Revitalization Zone, the Los Angeles State Enterprise Zone, Fire District No. 13, and the Puente Hills Blind Thrust Fault Zone.

**PROJECT LOCATION:**

992 S ARAPAHOE ST

|   |   |  |
|---|---|--|
| <p><b>COMMUNITY PLAN AREA:</b><br/>WILSHIRE</p> <p><b>STATUS:</b></p> <p><input type="checkbox"/> Does Conform to Plan</p> <p><input type="checkbox"/> Does NOT Conform to Plan</p> | <p><b>AREA PLANNING COMMISSION:</b><br/>CENTRAL</p>               | <p><b>CERTIFIED NEIGHBORHOOD COUNCIL:</b><br/>MACARTHUR PARK</p> |
| <p><b>EXISTING ZONING:</b><br/>C2-2, R4-1</p>   | <p><b>MAX. DENSITY/INTENSITY ALLOWED BY ZONING:</b></p>           |  |
| <p><b>GENERAL PLAN LAND USE:</b><br/>GENERAL COMMERCIAL, High Medium Residential</p>  | <p><b>MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:</b></p> | <p>LA River Adjacent:</p>  |
|   | <p><b>PROPOSED PROJECT DENSITY:</b><br/>173 du</p>                |  |

## 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.

*Kerika Gardner*

City Planner

(213) 978-1445

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 "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may 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 whatever format is selected.
9. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

## Environmental Factors Potentially Affected:

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

|  |  |  |  |
|--|--|--|--|
| <input type="checkbox"/> AESTHETICS<br><input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES<br><input type="checkbox"/> AIR QUALITY<br><input type="checkbox"/> BIOLOGICAL RESOURCES<br><input type="checkbox"/> CULTURAL RESOURCES<br><input type="checkbox"/> GEOLOGY AND SOILS | <input type="checkbox"/> GREEN HOUSE GAS EMISSIONS<br><input type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS<br><input type="checkbox"/> HYDROLOGY AND WATER QUALITY<br><input type="checkbox"/> LAND USE AND PLANNING<br><input type="checkbox"/> MINERAL RESOURCES<br><input type="checkbox"/> NOISE | <input type="checkbox"/> POPULATION AND HOUSING<br><input type="checkbox"/> PUBLIC SERVICES<br><input type="checkbox"/> RECREATION<br><input checked="" type="checkbox"/> TRANSPORTATION/TRAFFIC<br><input type="checkbox"/> TRIBAL CULTURAL RESOURCES<br><input type="checkbox"/> UTILITIES AND SERVICE SYSTEMS | <input checked="" type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE |
|--|--|--|--|

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

*Background*

**PROPONENT NAME:**

Shahim Simon Neman/NY Properties LLC

**PHONE NUMBER:**

(213) 765-7700

**APPLICANT ADDRESS:**

1433 Griffith Avenue  
 Los Angeles, CA 90021

**AGENCY REQUIRING CHECKLIST:**

Department of City Planning

**DATE SUBMITTED:**

12/31/2014

**PROPOSAL NAME (if Applicable):**

| Potentially significant impact | Less than significant with mitigation incorporated | Less than significant impact | No impact |
|--------------------------------|--|------------------------------|-----------|
|--------------------------------|--|------------------------------|-----------|

| <b>I. AESTHETICS</b>                        |   |  |   |
|---|---|--|---|
| 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 within a state 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?  |  | ✓ |
| <b>II. AGRICULTURE AND FOREST RESOURCES</b> |   |  |   |
| a.  | Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?  |  | ✓ |
| b.  | Conflict with existing zoning for agricultural use, or a Williamson Act contract?   |  | ✓ |
| c.  | Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?                           |  | ✓ |
| d.  | Result in the loss of forest land or conversion of forest land to non-forest use?   |  | ✓ |
| e.  | Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?   |  | ✓ |
| <b>III. AIR QUALITY</b>                     |   |  |   |
| a.  | Conflict with or obstruct implementation of the applicable air quality 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 project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?                          |  | ✓ |
| d.  | Expose sensitive receptors to substantial pollutant concentrations?   |  | ✓ |
| e.  | Create objectionable odors affecting a substantial number of people?  |  | ✓ |
| <b>IV. BIOLOGICAL RESOURCES</b>             |   |  |   |
| a.  | Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? |  | ✓ |
| b.  | Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife 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?   |  | ✓ |
| e.  | Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?  |  | ✓ |
| 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?   |  | ✓ |
| <b>V. CULTURAL RESOURCES</b>                |   |  |   |



| Potentially significant impact | Less than significant with mitigation incorporated | Less than significant impact | No impact |
|--------------------------------|--|------------------------------|-----------|
|--------------------------------|--|------------------------------|-----------|

|  |   |  |   |   |
|--|---|--|---|---|
| a.   | Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?  |  | ✓ |   |
| b.   | Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 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?   |  | ✓ |   |
| <b>VI. GEOLOGY AND SOILS</b>                 |   |  |   |   |
| a.   | Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. |  | ✓ |   |
| b.   | Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?  |  | ✓ |   |
| c.   | Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?   |  |   | ✓ |
| d.   | Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?   |  |   | ✓ |
| e.   | Result in substantial soil erosion or the loss of topsoil?  |  | ✓ |   |
| f.   | Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially 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?   |  | ✓ |   |
| <b>VII. GREEN HOUSE GAS EMISSIONS</b>        |   |  |   |   |
| a.   | Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?  |  | ✓ |   |
| b.   | Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?   |  | ✓ |   |
| <b>VIII. HAZARDS AND HAZARDOUS MATERIALS</b> |   |  |   |   |
| a.   | Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?  |  | ✓ |   |
| b.   | Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?  |  | ✓ |   |
| c.   | Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?  |  | ✓ |   |
| d.   | Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?   |  |   | ✓ |
| e.   | For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?   |  |   | ✓ |
| 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?  |  |   | ✓ |
| g.   | Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?  |  |   | ✓ |

| Potentially significant impact | Less than significant with mitigation incorporated | Less than significant impact | No impact |
|--------------------------------|--|------------------------------|-----------|
|--------------------------------|--|------------------------------|-----------|

|  |   |  |  |   |   |
|--|---|--|--|---|---|
| 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?   |  |  |   | ✓ |
| <b>IX. HYDROLOGY AND WATER QUALITY</b> |   |  |  |   |   |
| a.                                     | Violate any water quality standards or waste discharge requirements?  |  |  | ✓ |   |
| b.                                     | 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 preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? |  |  | ✓ |   |
| c.                                     | Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?   |  |  | ✓ |   |
| d.                                     | Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?  |  |  | ✓ |   |
| e.                                     | Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?  |  |  | ✓ |   |
| f.                                     | Otherwise substantially degrade water quality?  |  |  |   | ✓ |
| g.                                     | Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?   |  |  |   | ✓ |
| h.                                     | Place within a 100-year flood hazard area structures which would impede or redirect flood flows?  |  |  |   | ✓ |
| i.                                     | Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?   |  |  |   | ✓ |
| j.                                     | Inundation by seiche, tsunami, or mudflow?  |  |  |   | ✓ |
| <b>X. LAND USE AND PLANNING</b>        |   |  |  |   |   |
| a.                                     | Physically divide an established community?   |  |  |   | ✓ |
| b.                                     | 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?  |  |  | ✓ |   |
| c.                                     | Conflict with any applicable habitat conservation plan or natural community conservation plan?  |  |  |   | ✓ |
| <b>XI. MINERAL RESOURCES</b>           |   |  |  |   |   |
| 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?  |  |  |   | ✓ |
| <b>XII. NOISE</b>                      |   |  |  |   |   |
| a.                                     | 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?  |  |  | ✓ |   |
| b.                                     | Exposure of persons 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?   |  |  | ✓ |   |

| Potentially significant impact | Less than significant with mitigation incorporated | Less than significant impact | No impact |
|--------------------------------|--|------------------------------|-----------|
|--------------------------------|--|------------------------------|-----------|

|                                     |   |  |  |   |   |
|-------------------------------------|---|--|--|---|---|
| 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?   |  |  |   | ✓ |
| <b>XIII. POPULATION AND HOUSING</b> |   |  |  |   |   |
| 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?  |  |  |   | ✓ |
| <b>XIV. PUBLIC SERVICES</b>         |   |  |  |   |   |
| a.                                  | Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?         |  |  | ✓ |   |
| b.                                  | Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?       |  |  | ✓ |   |
| c.                                  | Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?                 |  |  | ✓ |   |
| d.                                  | Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?                   |  |  | ✓ |   |
| e.                                  | Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities? |  |  | ✓ |   |
| <b>XV. RECREATION</b>               |   |  |  |   |   |
| 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?  |  |  | ✓ |   |
| <b>XVI. TRANSPORTATION/TRAFFIC</b>  |   |  |  |   |   |
| a.                                  | Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?                        |  |  | ✓ |   |

| Potentially significant impact | Less than significant with mitigation incorporated | Less than significant impact | No impact |
|--------------------------------|--|------------------------------|-----------|
|--------------------------------|--|------------------------------|-----------|

|    |   |   |  |  |   |
|----|---|---|--|--|---|
| b. | Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?   | ✓ |  |  |   |
| c. | Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?  |   |  |  | ✓ |
| d. | Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?   | ✓ |  |  |   |
| e. | Result in inadequate emergency access?  |   |  |  | ✓ |
| f. | Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)? |   |  |  | ✓ |

#### XVII. TRIBAL CULTURAL RESOURCES

|    |  |  |  |   |  |
|----|--|--|--|---|--|
| a. | Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or  |  |  | ✓ |  |
| b. | Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. |  |  | ✓ |  |

#### XVIII. UTILITIES AND SERVICE SYSTEMS

|    |  |  |  |   |  |
|----|--|--|--|---|--|
| a. | Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?   |  |  | ✓ |  |
| b. | Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                            |  |  | ✓ |  |
| c. | Require or result in the construction of new storm water 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 resources, or are new or expanded entitlements needed?  |  |  | ✓ |  |
| e. | Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? |  |  | ✓ |  |
| f. | Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?  |  |  | ✓ |  |
| g. | Comply with federal, state, and local statutes and regulations related to solid waste?   |  |  | ✓ |  |

#### XIX. 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? |  |  | ✓ |  |
|----|---|--|--|---|--|

| Potentially significant impact | Less than significant with mitigation incorporated | Less than significant impact | No impact |
|--------------------------------|--|------------------------------|-----------|
|--------------------------------|--|------------------------------|-----------|

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

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

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

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

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental 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-2014-4943-MND** and the associated case(s),

**CPC-2014-4942-ZC-HD-DB-SPR**. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the 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/](http://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".

|  |                               |   |                            |
|--|-------------------------------|---|----------------------------|
| <b>PREPARED BY:</b><br><i>Kinikia Gardner, HCP</i> | <b>TITLE:</b><br>City Planner | <b>TELEPHONE NO.:</b><br>(213) 978-1445 | <b>DATE:</b><br>02/03/2017 |
|--|-------------------------------|---|----------------------------|

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

**APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE**

**I. AESTHETICS**

|    |                              |  |  |
|----|------------------------------|--|--|
| a. | LESS THAN SIGNIFICANT IMPACT | <p>Senate Bill (SB) 743 was signed into law by Governor Brown in September 2013, which made several changes to the CEQA for projects located in areas served by transit. Among other changes, SB 743 eliminates the need to evaluate aesthetic and parking impacts of a project in some circumstances. Specifically, aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered to have a significant impact on the environment. SB 743 defines a transit priority area as an area within one-half mile of a major transit stop that is existing or planned. A major transit stop is a site containing a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the A.M. and P.M. peak commute periods. An infill site refers to a lot located within an urban area that has been previously developed, or a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses. However, the exemption for aesthetic impacts does not include impacts to historic or cultural resources, per Section 21099 of the Public Resources Code (PRC). The proposed Project involves the construction of a mixed use development containing 173 residential units and 36,180 square feet of commercial uses on a 51,947 square foot site. The Project site is located on Olympic Boulevard and is identified as located within a transit priority area (City of Los Angeles Transit Priority Area Map, 2016). The proposed Project is an infill development on a site that adjoins parcels that are developed with various urban uses including multi-family dwellings, retail and commercial uses. The Project site is currently vacant. At the time this environmental review was conducted, the</p> |  |
|----|------------------------------|--|--|

| Impact? | Explanation | Mitigation Measures |
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|    |                              |  |  |
|----|------------------------------|--|--|
|    |                              | Project site was cleared and grading activities had begun. The Project site is not located within an overlay area or subject to land use regulations that expressly regulates a project's aesthetic impacts (e.g. shade and shadow). As such, the proposed Project meets all criteria specified in Section 21099 of the PRC. Therefore, the Project's impact on visual resources, aesthetic character, shade and shadow, light and glare, scenic vistas, State Scenic Highways, and parking are not considered significant per SB 743. |  |
| b. | NO IMPACT                    | Refer to Response to Checklist Question I (a) above.   |  |
| c. | LESS THAN SIGNIFICANT IMPACT | Refer to Response to Checklist Question I (a) above.   |  |
| d. | LESS THAN SIGNIFICANT IMPACT | Refer to Response to Checklist Question I (a) above.   |  |

**II. AGRICULTURE AND FOREST RESOURCES**

|    |           |  |  |
|----|-----------|--|--|
| a. | NO IMPACT | A significant impact would occur if the proposed Project would convert valued farmland to non-agricultural uses. The Project site is currently vacant. No Farmland, agricultural uses, or related operations are present within the Project site or surrounding area. Due to its urban setting, the Project site and surrounding area are not included in the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the proposed Project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur. |  |
| b. | NO IMPACT | A significant impact would occur if the proposed Project conflicted with existing agricultural zoning or agricultural parcels enrolled under the Williamson Act Contract. The Project site is not zoned for agricultural use or under a Williamson Act Contract. As the Project site and surrounding area do not contain farmland of any type, the proposed Project would not conflict with a Williamson Act Contract. Therefore, no impacts would occur.  |  |
| c. | NO IMPACT | A significant impact would occur if the proposed Project conflicted with existing zoning or caused rezoning of forest land or timberland, or result in the loss of forest land or in the conversion of forest land to non-forest use. The Project site   |  |



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

|    |           |  |  |
|----|-----------|--|--|
|    |           | and the surrounding area are not zoned for forest land or timberland. Accordingly, the proposed Project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.  |  |
| d. | NO IMPACT | A significant impact would occur if the proposed Project conflicted with existing zoning or caused rezoning of forest land or timberland, or result in the loss of forest land or in the conversion of forest land to non-forest use. The Project site and the surrounding area are not zoned for forest land or timberland. Accordingly, the proposed Project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur. |  |
| e. | NO IMPACT | A significant impact would occur if the proposed Project caused the conversion of farmland to non-agricultural use. The Project site does not contain farmland, forestland, or timberland. Therefore, no impacts would occur.  |  |

### III. AIR QUALITY

|    |                              |  |  |
|----|------------------------------|--|--|
| a. | LESS THAN SIGNIFICANT IMPACT | The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed Project is not expected to conflict with or obstruct the implementation of the AQMP and SCAQMD rules. The proposed Project is also subject to the City's Green Building Program Ordinance (Ord. No. 179,890), which was adopted to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional and global ecosystems. Therefore, impacts would be less than significant. |  |
|----|------------------------------|--|--|

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

|    |                              |  |  |
|----|------------------------------|--|--|
| b. | LESS THAN SIGNIFICANT IMPACT | <p>A significant impact would occur if the proposed Project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. An Air Quality Study for the Project was prepared by Rincon Consultants, Inc. dated November 2016 (see attachment). Project construction and operation emissions were estimated using California Emissions Estimator Model (CalEEMod), a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from land use projects. The results are shown in Appendix A, 2.1 Overall Construction (maximum daily emissions) and 2.2 overall operational estimated Daily Localized Construction Emissions (Maximum Daily Emission in pounds per day). According to the Analysis, during the construction phase the proposed Project would not exceed the regional SCAQMD significance thresholds for emissions of Carbon Monoxide (CO), Reactive Organic Compounds (ROG), Nitrogen Oxides (NOx), Particulate Matter (PM10 and PM2.5), and Sulfur Dioxide (SOx). Therefore, regional emission impacts for the proposed Project would be less than significant for all construction phases. The Project output is also below the significance thresholds for these criteria pollutants with regard to Overall Localized Operational Emissions. Motor vehicles that access the Project site would be the predominant source of long-term Project emissions. Additional emissions would be generated by area sources, such as energy use and landscape maintenance activities. The Project would be subject to regulatory compliance measures, which reduce the impacts of operational and construction regional emissions. Therefore, the proposed Project would result in a less than significant impact related to regional operational emissions.</p> |  |
| c. | LESS THAN SIGNIFICANT IMPACT | <p>The Project will produce fugitive dust and mobile source emissions as a result of construction activity. The proposed Project and the entire Los Angeles metropolitan area are located within the South Coast Air Basin, which is characterized by relatively poor air quality. The Basin is currently classified as a</p>  |  |

| Impact?                                | Explanation  | Mitigation Measures |
|--|--|---------------------|
|  | <p>federal and State non-attainment area for Ozone (O3), Respirable Particulate Matter (PM10 and PM2.5), and lead (Pb) and a federal attainment/maintenance area for Carbon Monoxide (CO). It is classified as a State attainment area for CO, and it currently meets the federal and State standards for Nitrogen Dioxide (NO2), Sulfur Oxides (SOX), and lead (Pb). Because the Basin is designated as a State and/or federal nonattainment air basin for O3, PM10, PM2.5, and NO2, there is an on-going regional cumulative impact associated with these pollutants. However, an individual project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. This magnitude is determined by the project-level significance thresholds established by the SCAQMD. The Project would be subject to regulatory compliance measures, which reduce the impacts of operational and construction regional emissions. A Project of this size (173 units and 36,180 sf of commercial uses) would not likely exceed the project-level SCAQMD localized significance thresholds for criteria air pollutants and the impact would be less than significant.</p> |                     |
| <p>d. LESS THAN SIGNIFICANT IMPACT</p> | <p>Based on the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of maximum daily localized construction emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These apply to projects that are less than or equal to five acres in size and are only applicable to Respirable Particulate Matter (PM10 and PM2.5), Carbon Monoxide (CO), and Nitrogen Oxides (NOx). An Air Quality Study for the Project was prepared by Rincon Consultants, Inc. dated November 2016 (see attachment). The analysis</p>   |                     |

| Impact?                         | Explanation  | Mitigation Measures |
|---------------------------------|--|---------------------|
|                                 | <p>quantifies and analyzes the localized air quality impacts associated with the Project construction. The site is located in SCAQMD Sensitive Receptor Area (SRA) No. 1 and the Project is below the thresholds for construction and operation emissions in pounds per day as a function of receptor distance (25 meters or 82.02 feet) from the Project site boundary. According to the analysis, the proposed Project would not exceed the appropriate significance threshold for localized emissions of Particulate Matter (PM10 and PM2.5), Carbon Monoxide (CO), and Nitrogen Oxides (NOx). Therefore, localized emission impacts for the proposed Project would be less than significant for all construction phases and the proposed Project would not expose sensitive receptors to substantial localized criteria pollutant emissions during construction. The California Air Resources Board (CARB) has published guidance for locating new sensitive receptors (e.g., residences) away from nearby sources of air pollution. Relevant recommendations include avoiding siting new sensitive land uses within 500 feet of a freeway or 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). The location of the proposed Project would be consistent with the CARB recommendations for locating new sensitive receptors. Therefore, the proposed Project would result in a less than significant impact.</p> |                     |
| e. LESS THAN SIGNIFICANT IMPACT | <p>Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the Project site. The proposed Project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Construction of the proposed Project would not cause an odor nuisance. According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The</p>   |                     |

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

|  |  |  |  |
|--|--|--|--|
|  |  | proposed land use would not result in activities that create objectionable odors. Therefore, the proposed Project would result in a less than significant impact related to objectionable odors. |  |
|--|--|--|--|

**IV. BIOLOGICAL RESOURCES**

|    |           |  |  |
|----|-----------|--|--|
| a. | NO IMPACT | A project would have a significant biological impact through the loss or destruction of individuals of a species or through the degradation of sensitive habitat. The subject site is vacant, therefore the project will not result in a biological impact.  |  |
| b. | NO IMPACT | A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The Project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Therefore, the proposed Project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS), and no impacts would occur.  |  |
| c. | NO IMPACT | A significant impact would occur if federally protected wetlands would be modified or removed by a project. The Project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The Project site is located in a highly urbanized area and currently vacant. Therefore, the proposed Project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, and no impacts would occur. |  |
| d. | NO IMPACT | A significant impact would occur if the proposed Project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. There are currently no trees on site. Therefore, the proposed Project would not interfere with wildlife movement or impede the use of native wildlife nursery sites, and no impact would occur.  |  |

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

|    |           |  |  |
|----|-----------|--|--|
| e. | NO IMPACT | <p>A significant impact would occur if the proposed Project would be inconsistent with local regulations pertaining to biological resources. The proposed Project would not conflict with any policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance (No. 177,404). The Project site does not contain locally-protected biological resources, such as Oak Trees, Southern California Black Walnut, Western Sycamore, and California Bay Trees. The proposed Project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGF). Both the MBTA and CDFW protects migratory birds that may use trees on or adjacent to the Project site for nesting, and may be disturbed during construction of the proposed Project. Therefore, the proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands), and no impacts would occur.</p> |  |
| f. | NO IMPACT | <p>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. Therefore, the proposed Project would not conflict with the provisions of any adopted conservation plan, and no impacts would occur.</p>   |  |

**V. CULTURAL RESOURCES**

|    |                              |   |  |
|----|------------------------------|---|--|
| a. | LESS THAN SIGNIFICANT IMPACT | <p>A significant impact would occur if the proposed Project would substantially alter the environmental context of, or remove identified historical resources. The Project site is currently vacant. There are no existing structures on the site and as such, there are no structures found to be a potential historic resource based on the City's HistoricPlacesLA website, the City's new online information and management system created to inventory Los Angeles' significant historic resources. It includes detailed information on many of the City's designated resources as well as surveyed properties recorded and published to date as part of SurveyLA, the citywide survey of Los Angeles. Therefore, the impact</p> |  |
|----|------------------------------|---|--|

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

|    |                              |   |  |
|----|------------------------------|---|--|
|    |                              | would be less than significant.   |  |
| b. | LESS THAN SIGNIFICANT IMPACT | <p>A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories. If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, the impact would be less than significant.</p> |  |
| c. | LESS THAN SIGNIFICANT IMPACT | <p>A significant impact would occur if excavation or construction activities associated with the proposed Project would disturb paleontological or unique geological features. If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, state, and local guidelines, including those set forth in</p>   |  |

| Impact? | Explanation | Mitigation Measures |
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|    |                              | California Public Resources Code Section 21083.2. Therefore, the impact would be less than significant.   |  |
| d. | LESS THAN SIGNIFICANT IMPACT | A significant impact would occur if previously interred human remains would be disturbed during excavation of the Project site. Human remains could be encountered during excavation and grading activities associated with the proposed Project. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to occur within the Project area, there is always a possibility that human remains can be encountered during construction. If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. If human remains of Native American origin are discovered during Project construction, compliance with state laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposition of Native American burials will be adhered to. Therefore, the impact would be less than significant. |  |

**VI. GEOLOGY AND SOILS**

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| a. | LESS THAN SIGNIFICANT IMPACT | A significant impact would occur if the proposed Project would cause personal injury or death or result in property damage as a result of a fault rupture occurring on the Project site and if the Project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to the California Department of Conservation Special Studies Zone Map, the Project site is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. However, the Project site is within the Puente Hills Blind Thrust Fault Zone. Consequently, development of the proposed Project could expose people and structures to strong seismic ground shaking. However, the proposed Project would be designed and constructed in accordance with State and local Building Codes to reduce the |  |
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| Impact?                                | Explanation  | Mitigation Measures |
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|  | <p>potential for exposure of people or structures to seismic risks to the maximum extent possible. The proposed Project would be required to comply with the California Department of Conservation, Division of Mines and Geology (CDMG), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC) and the LAMC. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts would be less than significant.</p>  |                     |
| <p>b. LESS THAN SIGNIFICANT IMPACT</p> | <p>A significant impact would occur if the proposed Project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Consequently, development of the proposed Project could expose people and structures to strong seismic ground shaking. However, the proposed Project would be designed and constructed in accordance with State and local Building Codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. The proposed Project would be required to comply with the California Department of Conservation, Division of Mines and Geology (CDMG), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC) and the LAMC. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.</p> |                     |
| <p>c. NO IMPACT</p>                    | <p>Based upon the criteria established in the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a proposed Project site is located within a liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. This site is not</p>  |                     |

| Impact? | Explanation | Mitigation Measures |
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|    |                              | located in the California Department of Conservation's Seismic Hazard Zones Map, and the Project site is not located within a liquefaction zone. Therefore, no impact related to seismic-related ground failure, including liquefaction, would occur.  |  |
| d. | NO IMPACT                    | A significant impact would occur if the proposed Project would be implemented on a site that would be located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. According to the California Department of Conservation, Division of Mines and Geology, the Seismic Hazard Zones Map for this area shows the Project site is not located within a landslide hazard zone. Therefore, the proposed Project would not expose people or structures to potential effects resulting from landslides, and no impacts would occur.  |  |
| e. | LESS THAN SIGNIFICANT IMPACT | A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. Construction of the proposed Project would result in ground surface disturbance during site clearance, excavation, and grading, which could create the potential for soil erosion to occur. In addition, excavation activities would be necessary to accommodate the proposed Project, which would include three (3) subterranean levels of parking. Excavation would include the export of 65,000 cubic yards of dirt. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQCB) through the City's Stormwater Management Division. In addition, the proposed Project would be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. In addition, all onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC. Therefore, a less than significant impact would occur with respect to erosion or loss of topsoil. |  |

| Impact? | Explanation                  | Mitigation Measures   |  |
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| f.      | LESS THAN SIGNIFICANT IMPACT | <p>A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. Development of the proposed Project would not have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The Project site is not identified as being located in an oil field or within an oil drilling area. The proposed Project would be required to implement standard construction practices that would ensure that the integrity of the Project site and the proposed structures is maintained. Construction will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (UBC) which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With the implementation of the Building Code requirements, the potential for landslide lateral spreading, subsidence, liquefaction or collapse would be less than significant.</p> |  |
| g.      | LESS THAN SIGNIFICANT IMPACT | <p>A significant impact would occur if the proposed Project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. However, the proposed Project would be required to comply with the requirements of the UBC, LAMC, and other applicable building codes. Compliance with such requirements would reduce impacts related to expansive soils, and impacts would be less than significant.</p>  |  |

| Impact? | Explanation | Mitigation Measures |
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| h. | LESS THAN SIGNIFICANT IMPACT | A project would cause a significant impact if adequate wastewater disposal is not available. The Project site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The proposed Project would connect to existing sewer lines that serve the Project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, impacts would be less than significant. |  |
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**VII. GREEN HOUSE GAS EMISSIONS**

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| a. | LESS THAN SIGNIFICANT IMPACT | Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and human generated, that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No.181,480). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. Through required implementation of the LAGBC, the proposed Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs. Therefore, the proposed Project's generation of GHG emissions would not make a cumulatively considerable contribution to emissions and impacts would be less than significant. |  |
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| b. | LESS THAN SIGNIFICANT IMPACT | The California Legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy |  |
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| Impact? | Explanation   | Mitigation Measures |
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|         | <p>(RTP/SCS). The 2012-2035 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions that reduce vehicle miles traveled, which contribute to GHG emissions, as required by AB 32. The Project would provide infill residential development proximate to a major transportation corridor (i.e., Olympic Boulevard) and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. The proposed Project, therefore, would be consistent with statewide, regional and local goals and policies aimed at reducing GHG emissions and would result in a less than significant impact related to plans that target the reduction of GHG emissions.</p> |                     |

**VIII. HAZARDS AND HAZARDOUS MATERIALS**

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| a. | LESS THAN SIGNIFICANT IMPACT | <p>A significant impact would occur if the proposed Project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction of the proposed Project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operation of the Project would involve the limited use and storage of common hazardous substances typical of those used in multi-family residential and retail/commercial developments, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies, and vehicle fuels, oils, and transmission fluids. No uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. As a mixed use development, the proposed Project would not involve large quantities of hazardous materials that would require routine transport, use, or disposal. With compliance to applicable</p> |  |
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| Impact?                         | Explanation  | Mitigation Measures |
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|                                 | standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, the proposed Project would not create a significant hazard through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.   |                     |
| b. LESS THAN SIGNIFICANT IMPACT | A significant impact would occur if the proposed Project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The site is currently vacant. Therefore, there would be no impact.  |                     |
| c. LESS THAN SIGNIFICANT IMPACT | Construction activities have the potential to result in the release, emission, handling, and disposal of hazardous materials within one-quarter mile of an existing school. The Hoover Street Elementary School and Politi Elementary School are located within 1,000 feet north and 200 feet southwest respectively, of the Project site. The proposed Project would provide for a mixed use, infill development. This type of use would be expected to use and store very small amounts of hazardous materials, such as paints, solvents, cleaners, pesticides, etc. All hazardous materials within the Project site would be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, State, and local requirements. With this compliance, the proposed Project would result in a less than significant impact. |                     |
| d. NO IMPACT                    | A significant impact would occur if the Project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of EnviroStor did not identify any records of hazardous waste facilities on the Project   |                     |

| Impact?      | Explanation   | Mitigation Measures |
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|              | site. Therefore, the proposed Project would not be located on a site that is included on a list of hazardous materials sites or create a significant hazard to the public or the environment, and no impact would occur.  |                     |
| e. NO IMPACT | The Project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. Therefore, the proposed Project would not result in a safety hazard for people residing or working in the Project area, and no impacts would occur.  |                     |
| f. NO IMPACT | The Project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. Therefore, the proposed Project would not result in a safety hazard for people residing or working in the Project area, and no impacts would occur.  |                     |
| g. NO IMPACT | The nearest emergency routes are Olympic Boulevard and Hoover Street, immediately abutting the Project site's southern and eastern property lines, respectively (City of Los Angeles, Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit H, November 1996). The proposed Project would not require the closure of any public or private streets and would not impede emergency vehicle access to the Project site or surrounding area. Additionally, emergency access to and from the Project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur. |                     |
| h. NO IMPACT | A significant impact would occur if the proposed Project exposed people and structures to high risk of wildfire. The Project site is located in a highly urbanized area of the City and the area surrounding the Project site is completely developed. Accordingly, the Project site and the surrounding area are not subject to wildland fires. Therefore, the proposed Project would not expose people or structures to a risk of loss, injury, or death involving wildland fires, and no impact  |                     |

| Impact? | Explanation | Mitigation Measures |
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would occur.

**IX. HYDROLOGY AND WATER QUALITY**

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| a. | LESS THAN SIGNIFICANT IMPACT | <p>A significant impact would occur if the proposed Project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems, or does not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB). Stormwater runoff from the proposed Project has the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with runoff from landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary household cleaners). Thus, the proposed Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the Project site are minimized for downstream receiving waters. The ordinances contain requirements for construction activities and operation of projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all projects consistent with the City's landscape ordinance and other related requirements in the City's Development Best Management Practices (BMPs) Handbook. Conformance would be ensured during the City's building plan review and approval process. Therefore, the proposed Project would result in less than significant impacts.</p> |  |
| b. | LESS THAN SIGNIFICANT IMPACT | <p>A significant impact would occur if the proposed Project would substantially deplete groundwater or interferes with groundwater recharge. The proposed Project would not require the use of groundwater at the Project site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. Therefore, the Project would not require</p>  |  |



| Impact?                                | Explanation   | Mitigation Measures |
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|  | <p>direct additions or withdrawals of groundwater. Excavation to accommodate subterranean levels is not proposed at a depth that would result in the interception of existing aquifers or penetration of the existing water table. Therefore, the impact on groundwater supplies or groundwater recharge would be less than significant.</p>  |                     |
| <p>c. LESS THAN SIGNIFICANT IMPACT</p> | <p>A significant impact would occur if the proposed Project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation would result. There are no streams or rivers located in the Project vicinity. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. During Project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Significant alterations to existing drainage patterns within the Project site and surrounding area would not occur. Therefore, the proposed Project would result in a less than significant impact related to the alteration of drainage patterns and on- or off-site erosion or siltation.</p> |                     |
| <p>d. LESS THAN SIGNIFICANT IMPACT</p> | <p>A significant impact would occur if the proposed Project would substantially alter the drainage pattern of an existing stream or river such that flooding would result. There are no streams or rivers located in the Project vicinity. During Project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Impermeable surfaces resulting from the development of the Project would not substantially change the volume of stormwater runoff in a manner that would result in flooding on- or off-site. Accordingly, significant alterations to existing drainage patterns within the site and surrounding area would not occur. Therefore, the proposed Project would result in less than significant impacts related to the alteration of drainage patterns and on- or off-site</p>   |                     |

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|    |                              | flooding.   |  |
| e. | LESS THAN SIGNIFICANT IMPACT | <p>A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the Project site, or if the proposed Project would substantially increase the probability that polluted runoff would reach the storm drain system.</p> <p>Site-generated surface water runoff would continue to flow to the City's storm drain system. Any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the Low impact Development (LID) Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan (SUSMP), as an LAMC requirement to address water runoff and storm water pollution.</p> <p>Therefore, the proposed Project would result in less than significant impacts related to existing storm drain capacities or water quality.</p> |  |
| f. | NO IMPACT                    | <p>A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. The proposed Project does not include potential sources of contaminants, which could potentially degrade water quality and would comply with all federal, state and local regulations governing stormwater discharge. Therefore, no impact would occur.</p>   |  |
| g. | NO IMPACT                    | <p>A significant impact would occur if the proposed Project would be located within a 100-year or 500-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit F, the Project site is not located within a 100-year or 500-year floodplain. Therefore, the proposed Project would not be located in such areas, and no impact related to flood zones would occur.</p>  |  |
| h. | NO IMPACT                    | <p>A significant impact would occur if the proposed Project would be located within a 100-year or 500-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit F, the Project site is not</p>  |  |

| Impact? | Explanation | Mitigation Measures |
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|  |  | located within a 100-year or 500-year floodplain. Therefore, the proposed Project would not be located in such areas, and no impact related to flood zones would occur. |  |
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| i. | NO IMPACT | A significant impact would occur if the proposed Project would be located within an area susceptible to flooding as a result of the failure of a levee or dam. The Project site and the surrounding areas are not located within a flood hazard area. Accordingly, the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving flooding. Therefore, the proposed Project would have no impact related to flooding. |  |
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| j. | NO IMPACT | A significant impact would occur if the proposed Project would be located within an area susceptible to inundation by seiche, tsunami, or mudflow. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a great sea wave produced by a significant undersea disturbance. Mudflows result from the down slope movement of soil and/or rock under the influence of gravity. The Project site and the surrounding areas are not located near a water body to be inundated by seiche. Similarly, the Project site and the surrounding areas are located approximately 15 miles northeast of the Pacific Ocean. Therefore, the Project would have no impact related to inundation by seiche, tsunami, or mudflow. |  |
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**X. LAND USE AND PLANNING**

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| a. | NO IMPACT | A significant impact would occur if the proposed Project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed Project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The proposed Project, the construction of a new mixed use development in an urbanized area in Los Angeles, would not divide an established |  |
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| Impact? | Explanation | Mitigation Measures |
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|    | community. Therefore, no impact would occur.  |  |
| b. | <p><b>LESS THAN SIGNIFICANT IMPACT</b></p> <p>A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the Project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The site is located within the Wilshire Community Plan Area. The site is zoned R4-1 and C2-2, with a General Plan Land Use designation of High Medium Residential and General Commercial, respectively. The proposed Project would be comprised of 173 residential dwelling units and 36,180 square feet of commercial uses. Residential uses are permitted in R4 zoned lots with a development density of 400 square feet per dwelling unit and the Floor Area Ratio (FAR) is restricted to 3:1 (LAMC). Commercial and residential uses are permitted in the C2 zoned lots with a development density of 400 square feet per dwelling unit. The Applicant of the proposed Project is requesting a Height District change from R4-1 to R4-2 in order to have a 6:1 FAR which is permitted under the Wilshire Community Plan's Footnote 6. As part of this application, the Department of City Planning has initiated a Zone Change from C2-2 to C2-1 as a technical correction to a recorded mapping error which will create consistency between the Zone and the General Plan Land Use Designation for the C2 zoned lots. The FAR for C2-1 zoned lots is 1.5:1. The Applicant is also requesting a 35 percent Density Bonus and in consideration of providing 20 affordable units, with two (2) on-menu incentives including: the averaging of FAR, density, open space and vehicular access for commercial uses across a residential zone, and, a 20 percent decrease of the required front yard setback. Lastly, the Applicant is also requesting Site Plan Review for the construction of 50 or more net new dwelling units. The proposed Project would conform to the allowable land uses pursuant to the Los Angeles Municipal Code. The decision makers will determine whether discretionary requests will conflict with applicable plans/policies. Impacts related to land use have been mitigated</p> |  |

| Impact? | Explanation | Mitigation Measures |
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|    |           | elsewhere, or are addressed through compliance with existing regulations. Therefore, the impact would be less than significant.   |  |
| c. | NO IMPACT | A significant impact would occur if the proposed Project were located within an area governed by a habitat conservation plan or natural community conservation plan. The Project site is not subject to any habitat conservation plan or natural community conservation plan. Therefore, no impact would occur. |  |

**XI. MINERAL RESOURCES**

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| a. | NO IMPACT | A significant impact would occur if the proposed Project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The Project site is not classified by the City as containing significant mineral deposits nor is it designated for mineral extraction land use. In addition, the Project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed Project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur. |  |
| b. | NO IMPACT | A significant impact would occur if the proposed Project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The Project site is not classified by the City as containing significant mineral deposits nor is it designated for mineral extraction land use. In addition, the Project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed Project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur. |  |

**XII. NOISE**

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| a. | LESS THAN SIGNIFICANT IMPACT | A significant impact would occur if exposure of persons to or generation of noise levels are in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely |  |
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| Impact?                                | Explanation  | Mitigation Measures |
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|  | <p>affect its citizens and noise-sensitive land uses. Construction activity would result in temporary increases in ambient noise levels in the Project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction noise for the Project will cause a temporary increase in the ambient noise levels, but will be subject to the LAMC Sections 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) and 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) regarding construction hours and construction equipment noise thresholds. Construction and demolition shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday. The Project shall comply with the City of Los Angeles General Plan Noise Element and Ordinance No. 161,574, which prohibits the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible. Therefore, the impact would be less than significant.</p> |                     |
| <p>b. LESS THAN SIGNIFICANT IMPACT</p> | <p>A significant impact would occur if there were exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. Construction activities can generate varying degrees of vibration, depending on the construction procedures and the type of construction equipment used. The operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Unless heavy construction activities are conducted extremely close (within a few feet) to the neighboring structures, vibrations from construction activities rarely reach the levels that damage structures. By complying with regulations, the Project would result in a less than significant impact related to construction vibration.</p>   |                     |
| <p>c. LESS THAN SIGNIFICANT IMPACT</p> | <p>A significant impact would occur if the Project caused a substantial permanent increase in noise levels above existing ambient levels. New stationary sources of noise, such as rooftop mechanical HVAC equipment, would be installed on the</p>  |                     |

| Impact?                             | Explanation   | Mitigation Measures |
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|                                     | <p>proposed development. The design of the equipment will be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five dBA. With implementation of the regulations that address rooftop mechanical equipment, a substantial permanent increase for nearby sensitive receptors would be reduced to a less than significant level.</p>   |                     |
| d. LESS THAN SIGNIFICANT IMPACT     | <p>A significant impact would occur if the Project resulted in substantial temporary or periodic increase in ambient noise levels. As discussed above, in Section XII.C, impacts are expected to be less than significant for construction and operational noise and vibration.</p>   |                     |
| e. NO IMPACT                        | <p>A significant impact would occur if the proposed Project would expose people residing or working in the Project area to excessive noise levels from a public airport or public use airport. The proposed Project is not located within two (2) miles of a public airport or public use airport. The Project site is outside of the Los Angeles International Airport Land Use Plan. Accordingly, the proposed Project would not expose people working or residing in the Project area to excessive noise levels from a public airport or public use airport. Therefore, no impact would occur.</p> |                     |
| f. NO IMPACT                        | <p>A significant impact would occur if the proposed Project would expose people residing or working in the Project area to excessive noise levels from a private airstrip. The proposed Project is not within the vicinity of a private airstrip. Accordingly, the proposed Project would not expose people working or residing in the Project area to excessive noise levels from a private airstrip. Therefore, no impact would occur.</p>  |                     |
| <b>XIII. POPULATION AND HOUSING</b> |   |                     |
| a. LESS THAN SIGNIFICANT IMPACT     | <p>A potentially significant impact would occur if the proposed Project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The proposed Project includes the construction of 173 residential units. The increase in residential population</p>  |                     |

| Impact? | Explanation | Mitigation Measures |
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|    |           | <p>resulting from the proposed Project would not be considered substantial in consideration of anticipated growth for the Wilshire Community Plan, and is within the Southern California Association of Governments' (SCAG) 2020 population projections for the City in their 2012-2035 Regional Transportation Plan. The Project would meet a growing demand for housing near jobs and transportation centers, consistent with State, regional and local regulations designed to reduce trips and greenhouse gas emissions. Operation of the proposed Project would not induce substantial population growth in the Project area, either directly or indirectly. The physical secondary or indirect impacts of population growth such as increased traffic or noise have been adequately mitigated in other portions of this document. Therefore, the impact would be less than significant.</p> |  |
| b. | NO IMPACT | <p>A potentially significant impact would occur if the proposed Project would displace a substantial quantity of existing residences or a substantial number of people. The Project site is vacant and as such, does not have any residential uses. As such, no impact is anticipated.</p>  |  |
| c. | NO IMPACT | <p>A potentially significant impact would occur if the proposed Project would displace a substantial quantity of existing residences or a substantial number of people. The Project site is vacant and as such, does not have any residential uses. As such, no impact is anticipated.</p>  |  |

**XIV. PUBLIC SERVICES**

|    |                              |  |  |
|----|------------------------------|--|--|
| a. | LESS THAN SIGNIFICANT IMPACT | <p>A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the proposed Project, necessitating a new or physically altered station. The Project site and the surrounding area are currently served by LAFD Station 13, located at 2401 West Pico Boulevard (approximately 0.6 miles southwest of the Project site). The proposed Project would result in an increase of 173 units, which could increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, given that there are existing fire stations in close proximity to the Project site, it is</p> |  |
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| Impact?                                | Explanation  | Mitigation Measures |
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|  | <p>not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed Project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection and emergency services. The proposed Project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the proposed Project would result in a less than significant impact.</p>  |                     |
| <p>b. LESS THAN SIGNIFICANT IMPACT</p> | <p>A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed Project, necessitating a new or physically altered station. The proposed Project would result in an increase of 173 units and could increase demand for police service. The Project site and the surrounding area are currently served by LAPD's Olympic Community Police Station, located at 1130 South Vermont (approximately 0.5 mile southwest of the Project site). Prior to the issuance of a building permit, the LAPD would review the Project plans to ensure that the design of the Project follows the LAPD's Design Out Crime Program, an initiative that introduces the techniques of Crime Prevention Through Environmental Design (CPTED) to all City departments beyond the LAPD. Through the incorporation of these techniques into the Project design, in combination with the safety features already incorporated into the proposed Project, the proposed Project would neither create capacity/service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Therefore, the proposed Project would result in a less than</p> |                     |

| Impact? | Explanation | Mitigation Measures |
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|    |                              | significant impact related to police protection services.  |  |
| c. | LESS THAN SIGNIFICANT IMPACT | A significant impact would occur if the proposed Project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The proposed Project would add 173 residential units and 36,180 square feet of commercial uses, which could increase enrollment at schools that service the area. However, development of the proposed Project would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new residential and commercial space. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, the proposed Project would result in a less than significant impact to public schools.   |  |
| d. | LESS THAN SIGNIFICANT IMPACT | A significant impact would occur if the proposed Project would exceed the capacity or capability of the local park system to serve the proposed Project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed Project would result in an increase of 173 units and 36,180 square feet of commercial uses, which could result in increased demand for parks and recreation facilities. However, the Project proposes 21,855 square feet of usable open space which will offset the need for parks and recreation facilities. In addition, pursuant to Section 21.10 of the LAMC, the Applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings. Therefore, the proposed Project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities. Accordingly, the proposed Project would result in a less than significant impact on park facilities. |  |

| Impact? | Explanation | Mitigation Measures |
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| e. | LESS THAN SIGNIFICANT IMPACT | <p>A significant impact would occur if the proposed Project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the Project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The proposed Project would result in an increase of 173 units and 36,180 square feet of commercial uses, which could result in increased demand for library services and resources of the Los Angeles Public Library System. However, the proposed Project would not create substantial capacity or service level problems that would require the provision of new or expanded public facilities in order to maintain an acceptable level of service for libraries and other public facilities. Therefore, the proposed Project would result in a less than significant impact on other public facilities.</p> |  |
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**XV. RECREATION**

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| a. | LESS THAN SIGNIFICANT IMPACT | Refer to Response to Checklist Question XIV (d) above. |  |
| b. | LESS THAN SIGNIFICANT IMPACT | Refer to Response to Checklist Question XIV (d) above. |  |

**XVI. TRANSPORTATION/TRAFFIC**

|    |                              |   |  |
|----|------------------------------|---|--|
| a. | LESS THAN SIGNIFICANT IMPACT | <p>A significant impact may occur if the Project conflicts with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The Los Angeles Department of Transportation (LADOT) has reviewed the traffic analysis prepared by the Rifkin Transportation Planning Group, dated September 6, 2016, for the proposed Project. Future traffic has been analyzed for impact at eight (8) critical signalized intersections: Wilshire Boulevard and Virgil Avenue; Wilshire Boulevard and Hoover Street; Olympic Boulevard and Vermont Avenue; Olympic Boulevard and Hoover Street; Pico Boulevard and Hoover Street; 20th Street and I-10 Freeway; and, Hoover Street and I-10 Freeway. The Project is estimated to generate a net increase of 1,911 daily trips, 99 trips in the a.m. peak hour, and 173 trips in the p.m. peak hour. In order to evaluate the effects of the Project's traffic</p> |  |
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| Impact?                                  | Explanation   | Mitigation Measures   |
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|  | <p>on the available transportation infrastructure, LADOT measured the significance of the impacts in terms of change to the volume-to-capacity (V/C) ratio with the proposed Project. Based on LADOT traffic impact criteria, the proposed Project is not expected to generate significant traffic impacts at any of the eight (8) intersections identified for detailed analysis. Therefore, impacts would be less than significant.</p>   |   |
| <p>b. POTENTIALLY SIGNIFICANT IMPACT</p> | <p>A significant impact may occur if the proposed Project individually or cumulatively exceeded the service standards of the Los Angeles County Metropolitan Transportation Authority (Metro) Congestion Management Program (CMP). This program was created Statewide as a result of Proposition 111 and has been implemented locally by Metro. The CMP for Los Angeles County requires that the traffic impacts of individual development projects of potential regional significance be analyzed. Specific arterial roadways and all State highways comprise the CMP system, and a total of 164 intersections are identified for monitoring throughout Los Angeles County. The local CMP requires that all CMP monitoring intersections be analyzed where a project would likely add more than 50 trips during either the a.m. or p.m. peak hours. The Project's future traffic estimate has been analyzed for eight (8) most critical signalized intersections: Wilshire Boulevard and Virgil Avenue; Wilshire Boulevard and Hoover Street; Olympic Boulevard and Vermont Avenue; Olympic Boulevard and Hoover Street; Pico Boulevard and Hoover Street; 20th Street and I-10 Freeway; and, Hoover Street and I-10 Freeway. The Project is estimated to generate a net increase of approximately 1,911 daily trips, a net increase of 99 trips in the a.m. peak hour, and a net increase of 173 trips in the p.m. peak hour. LADOT has reviewed the traffic analysis prepared by the Rifkin Transportation Planning Group, dated September 6, 2016, for the proposed Project. In their letter dated September 26, 2016, LADOT found that based on LADOT's traffic impact criteria, the proposed Project is</p> | <p><b>XVI-80</b><br/>The proposed mitigation measures will reduce the impacts to a less than significant level.</p> |

| Impact?                           | Explanation  | Mitigation Measures   |
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|                                   | not expected to result in any significant impacts at the intersections analyzed. Therefore, impacts would be less than significant.  |   |
| c. NO IMPACT                      | A significant impact would occur if the proposed Project would cause a change in air traffic patterns that would result in a substantial safety risk. The proposed Project does not include an aviation component or include features that would interfere with air traffic patterns. Therefore, no impact would occur.  |   |
| d. POTENTIALLY SIGNIFICANT IMPACT | A significant impact would occur if the proposed Project would substantially increase an existing hazardous design feature or introduced incompatible uses to the existing traffic pattern. The proposed Project will include a new ingress/egress vehicular access driveway on Arapahoe Street, which, if not properly designed and constructed, could potentially conflict with pedestrian circulation in the Project area. Furthermore, the Project may have potentially significant impacts on pedestrians on the street during construction phases. With implementation of the referenced mitigation measure, the potential impacts related to hazards due to a design feature would be reduced to less than significant. | XVI-40, XVI-80<br>The proposed mitigation measure will require the applicant to install appropriate traffic signs around the site to ensure pedestrian, bicycle, and vehicle safety and to submit a parking and driveway plan that incorporates design features that reduce accidents to the Bureau of Engineering and the Department of Transportation for approval. The proposed mitigation measure will also require the applicant to plan construction and construction staging to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage at all times. With implementation of the proposed mitigation measure, the potential impacts related to hazards due to a design feature will be reduced to less than significant. |
| e. NO IMPACT                      | A significant impact may occur if the Project design threatened the ability of emergency vehicles to access and serve the Project site or adjacent uses. The nearest emergency/disaster routes to the Project site are immediately abutting the Project site's southern property line on Olympic Boulevard and the eastern property line on Hoover Street (City of Los Angeles, Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit H, November 1996). The proposed Project would not require the closure of any public or private streets and would not  |   |

| Impact? | Explanation | Mitigation Measures |
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|    |           | <p>impede emergency vehicle access to the Project site or surrounding area. Additionally, emergency access to and from the Project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed Project would not result in inadequate emergency access, and no impact would occur.</p>  |  |
| f. | NO IMPACT | <p>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 require the disruption of public transportation services or the alteration of public transportation routes. Since the proposed Project would not modify or conflict with any alternative transportation policies, plans or programs, it would have no impact on such programs.</p> |  |

**XVII. TRIBAL CULTURAL RESOURCES**

|    |                              |  |  |
|----|------------------------------|--|--|
| a. | LESS THAN SIGNIFICANT IMPACT | <p>Assembly Bill 52 (AB 52) establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed Project if the tribe has submitted a written request to be notified. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project site. An informational letter was mailed to a total of nine (9) Native American tribes known to have resources in this area, on March 24, 2016, describing the Project and requesting any information regarding resources that may exist on or near the Project site. The Department of City Planning received no response from any of the nine (9) tribes. Therefore, impacts would be less than significant.</p> |  |
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| Impact? | Explanation | Mitigation Measures |
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| b. | LESS THAN SIGNIFICANT IMPACT | <p>Assembly Bill 52 (AB 52) establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed Project if the tribe has submitted a written request to be notified. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project site. An informational letter was mailed to a total of nine (9) Native American tribes known to have resources in this area, on March 24, 2016, describing the Project and requesting any information regarding resources that may exist on or near the Project site. The Department of City Planning received no response from any of the nine (9) tribes. Therefore, impacts would be less than significant.</p> |  |
|----|------------------------------|--|--|

**XVIII. UTILITIES AND SERVICE SYSTEMS**

|    |                              |  |  |
|----|------------------------------|--|--|
| a. | LESS THAN SIGNIFICANT IMPACT | <p>A significant impact would occur if the proposed Project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). All wastewater from the Project would be treated according to requirements of the NPDES permit authorized by the LARWQCB. Therefore, the proposed Project would result in a less than significant impact related to wastewater treatment requirements.</p>   |  |
| b. | LESS THAN SIGNIFICANT IMPACT | <p>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. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. The addition of 173 units and 36,180 square feet of commercial uses as a result of the proposed Project would be consistent with Citywide growth, and, therefore, the Project demand for water is not anticipated to require new water supply entitlements and/or require the expansion</p> |  |

| Impact?                         | Explanation   | Mitigation Measures |
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|                                 | <p>of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Prior to any construction activities, the Project Applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed Project, and any upgrades to the wastewater lines in the vicinity of the Project site that are needed to adequately serve the proposed Project would be undertaken as part of the Project. Therefore, the proposed Project would have a less than significant impact related to water or wastewater infrastructure.</p> |                     |
| c. LESS THAN SIGNIFICANT IMPACT | <p>A significant impact would occur if the proposed Project would increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. Development of the proposed Project would maintain existing drainage patterns; site-generated surface water runoff would continue to flow to the City's storm drain system. The proposed Project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the proposed Project would result in a less than significant impact related to existing storm drain capacities.</p>     |                     |
| d. LESS THAN SIGNIFICANT IMPACT | <p>Refer to Response to Checklist Question XVII (b).</p>  |                     |
| e. LESS THAN SIGNIFICANT IMPACT | <p>Refer to Response to Checklist Question XVII (b).</p>  |                     |
| f. LESS THAN SIGNIFICANT IMPACT | <p>A significant impact would occur if the proposed Project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the Project site. Solid waste during the operation of the proposed Project is anticipated to be collected by the BOS and private waste haulers, respectively. As the City's own landfills have all been closed and are non-operational, the destinations are private landfills. In compliance with Assembly Bill (AB) 939, the Project Applicant would be required to</p>  |                     |



| Impact? | Explanation | Mitigation Measures |
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|  |  | implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the Project from the applicable landfill site. The proposed Project would also comply with all federal, state, and local regulations related to solid waste. Therefore, the proposed Project would have a less than significant impact related to solid waste. |  |
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| g. | LESS THAN SIGNIFICANT IMPACT | Refer to Response to Checklist Question XVII (f). |  |
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**XIX. MANDATORY FINDINGS OF SIGNIFICANCE**

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| a. | LESS THAN SIGNIFICANT IMPACT | Based on the analysis in this Initial Study, the proposed Project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Implementation of the mitigation measures identified and compliance with existing regulations would reduce impacts to less than significant levels. |  |
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| b. | POTENTIALLY SIGNIFICANT IMPACT | A significant impact may occur if the proposed Project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the Project vicinity, the cumulative impacts to which the proposed Project would contribute would be less than significant. Implementation of the mitigation measures identified would reduce cumulative impacts to less than significant levels. | XIX-10<br>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 less than significant level through compliance with the above mitigation measures. |
|----|--------------------------------|---|---|

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| c. | 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. All potential impacts of the proposed Project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less than significant levels. Upon implementation of mitigation measures identified and compliance with existing regulations, the proposed Project would not have the potential to result in substantial adverse impacts | XIX-20, XIX-30<br>The proposed project has potential environmental effects which cause substantial adverse effects on human beings, either directly or indirectly. However, these potential impacts will be mitigated to a less than significant level through compliance with the above mitigation measures. 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 |
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| Impact? | Explanation | Mitigation Measures |
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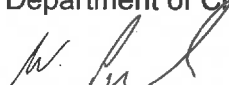
|  |  |  |  |
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|  |  | on human beings either directly or indirectly. | document. With the implementation of the proposed mitigation measures, cumulative impacts will be reduced to less than significant levels. |
|--|--|--|--|

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

2501 W. Olympic Blvd.  
DOT Case No. CEN 16-44481

Date: September 26, 2016

To: Nicholas Hendricks, Senior City Planner  
Department of City Planning

From:   
Wes Pringle, Transportation Engineer  
Department of Transportation

Subject: **TRANSPORTATION STUDY ASSESSMENT FOR THE PROPOSED  
MIXED-USE DEVELOPMENT PROJECT AT 2501 WEST OLYMPIC  
BOULEVARD**

The Department of Transportation (DOT) has reviewed the traffic analysis prepared by the Rifkin Transportation Planning Group, dated September 6, 2016, for the proposed mixed-use development project located 2501 West Olympic Boulevard in the Wilshire Community Plan Area of the City of Los Angeles. Based on DOT's traffic impact criteria<sup>1</sup>, the traffic study included the detailed analysis of eight intersections and determined that none of the study intersections would be significantly impacted by project-related traffic. The results of the traffic impact analysis are summarized in **Attachment 1**.

### **DISCUSSION AND FINDINGS**

**A. Project Description**

The project proposes to develop a mixed-use development consisting of 173 residential apartment units and approximately 36,180 square feet of ground level retail project located at the north-west corner of Olympic Boulevard and Hoover Street. The project site is currently vacant. The study indicated that 288 vehicle parking spaces and up to 226 bicycle parking spaces would be provided to serve the residential and commercial uses. Vehicular access to the project site would be provided via a two-way driveway located on Arapahoe Street. The project is expected to be completed by 2018.

**B. Trip Generation**

The project is estimated to generate a net increase of approximately 1,911 daily trips, 99 trips during the a.m. peak hour and 173 trips during the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 9<sup>th</sup> Edition." A copy of the trip generation table from the traffic study can be found in **Attachment 2**.

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

C. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments. To comply with the Freeway Impact Analysis Agreement executed between Caltrans and DOT in October 2013, and as amended in December 2015, the study also included a screening analysis for the Santa Monica Freeway (I-10) to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. The project did not meet or exceed any of the four thresholds defined in the latest agreement. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. No additional freeway analysis was required.

## PROJECT REQUIREMENTS

A. Construction Impacts

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

B. Highway Dedication and Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which represents the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Olympic Boulevard** is designated as a Boulevard II (Major Highway Class I) that would require a 40-foot half-width roadway with a 55-foot half-width right-of-way. **Hoover Street** is designated as an Avenue II (Major Highway Class II) that would require a 28-foot half-width roadway with a 43-foot half-width right-of-way. **Arapahoe Street** will continue to be designated as a Local Street requiring an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The traffic study indicated that the proposed mixed-use project will provide 288 vehicle parking spaces and up to 226 bicycle parking spaces in a subterranean garage. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation

The conceptual site plan for the project as shown on **Attachment 3** is acceptable to DOT. However, the review of this study does not constitute approval of the dimensions for any new proposed driveways. This requires separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. All new driveways should be Case 2 driveways.

E. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Vicente Cordero at (818) 374-4697.

Attachments

*K:\Letters\CEN16-44481 2501 Olympic Blvd Mixed-Use ts ltr*

c: Gerald Gubatan, Council District No. 1  
Carl Mills, Central District, BOE  
Mehrddad Moshksar, Central District Office, DOT  
Taimour Tanavoli, Citywide Planning Coordination Section, DOT  
Allyn D. Rifkin, Rifkin Transportation Planning Group

## Attachment 1

### Volume to Capacity Ratios (V/C) and Levels of Service (LOS) 2501 W. Olympic Boulevard

| STUDIED INTERSECTION      | EXISTING |       | EXISTING PLUS PROJECT |       | CHANGE IN V/C | SIGNIFICANT? | FUTURE |       | FUTURE PLUS PROJECT |       | CHANGE IN V/C | SIGNIFICANT? |    |
|---------------------------|----------|-------|-----------------------|-------|---------------|--------------|--------|-------|---------------------|-------|---------------|--------------|----|
|                           | V/C      | LOS   | V/C                   | LOS   |               |              | V/C    | LOS   | V/C                 | LOS   |               |              |    |
| 1 WILSHIRE AND VIRGIL     | AM       | 0.630 | B                     | 0.632 | B             | 0.002        | NO     | 0.691 | B                   | 0.693 | B             | 0.002        | NO |
|                           | PM       | 0.630 | B                     | 0.637 | B             | 0.007        | NO     | 0.713 | C                   | 0.720 | C             | 0.007        | NO |
| 2 WILSHIRE AND HOOVER     | AM       | 0.567 | A                     | 0.575 | A             | 0.008        | NO     | 0.629 | B                   | 0.636 | B             | 0.007        | NO |
|                           | PM       | 0.608 | B                     | 0.614 | B             | 0.006        | NO     | 0.671 | B                   | 0.677 | B             | 0.006        | NO |
| 3 OLYMPIC AND VERMONT     | AM       | 0.800 | D                     | 0.802 | D             | 0.002        | NO     | 0.861 | D                   | 0.862 | D             | 0.001        | NO |
|                           | PM       | 0.749 | C                     | 0.754 | C             | 0.005        | NO     | 0.818 | D                   | 0.823 | D             | 0.005        | NO |
| 4 OLYMPIC AND HOOVER      | AM       | 0.877 | D                     | 0.887 | D             | 0.010        | NO     | 0.933 | E                   | 0.942 | E             | 0.009        | NO |
|                           | PM       | 0.916 | E                     | 0.921 | E             | 0.005        | NO     | 0.979 | E                   | 0.984 | E             | 0.005        | NO |
| 5 OLYMPIC AND ALVARADO    | AM       | 0.797 | C                     | 0.800 | D             | 0.003        | NO     | 0.832 | D                   | 0.836 | D             | 0.004        | NO |
|                           | PM       | 0.848 | D                     | 0.853 | D             | 0.005        | NO     | 0.883 | D                   | 0.888 | D             | 0.005        | NO |
| 6 PICO AND HOOVER         | AM       | 0.659 | B                     | 0.662 | B             | 0.003        | NO     | 0.691 | B                   | 0.697 | B             | 0.006        | NO |
|                           | PM       | 0.729 | C                     | 0.740 | C             | 0.011        | NO     | 0.783 | C                   | 0.794 | C             | 0.011        | NO |
| 7 20TH AND I-10 FREEWAY   | AM       | 0.312 | A                     | 0.315 | A             | 0.003        | NO     | 0.327 | A                   | 0.330 | A             | 0.003        | NO |
|                           | PM       | 0.397 | A                     | 0.399 | A             | 0.002        | NO     | 0.409 | A                   | 0.411 | A             | 0.002        | NO |
| 8 HOOVER AND I-10 FREEWAY | AM       | 0.607 | B                     | 0.614 | B             | 0.007        | NO     | 0.640 | B                   | 0.647 | B             | 0.007        | NO |
|                           | PM       | 0.555 | A                     | 0.567 | A             | 0.012        | NO     | 0.591 | A                   | 0.602 | B             | 0.011        | NO |

## Attachment 2

### Estimated Project Traffic Generation 2501 W. Olympic Boulevard

**ISAF Trip Generation Analysis      OLYMPIC and HOOVER MIXED USE      RTPG -      22-Jul-16**  
**2501 W. Olympic Blvd**

SOURCE: ITE - TRIP GENERATION MANUAL - 9TH EDITION

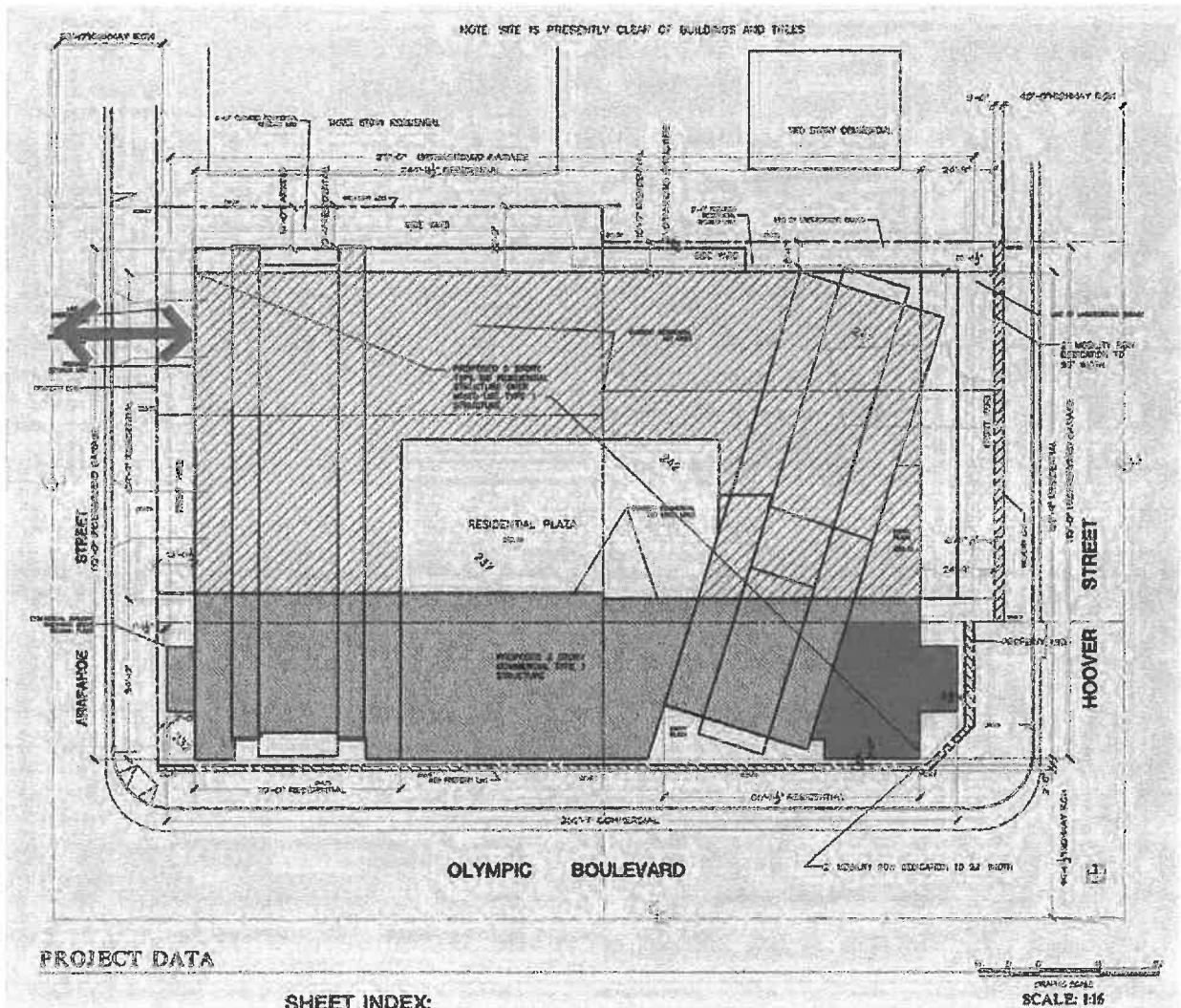
| NOTE                                     | ITE CODE | LAND USE                         | "X"         | DAILY TRIP ENDS | AM PEAK HOUR TRIPS | INBOUND | OUTBOUND | PM PEAK HOUR TRIPS | INBOUND | OUTBOUND |
|--|----------|----------------------------------|-------------|-----------------|--------------------|---------|----------|--------------------|---------|----------|
| note 1                                   | 220      | APARTMENT                        | 173 DU      | 1150            | 88                 | 18      | 71       | 107                | 70      | 38       |
| note 2                                   | 820      | OTHER RETAIL<br>LOCAL COMMERCIAL | 36.18 KSQFT | 1545            | 36                 | 21      | 14       | 134                | 64      | 70       |
|  |          | TOTAL                            |             | 2695            | 124                | 39      | 85       | 241                | 134     | 107      |
| DISCOUNTS DUE TO PRIOR USE               |          |                                  |             | -----           | -----              | -----   | -----    | -----              | -----   | -----    |
| TRANSIT DISCOUNT (10%)                   |          |                                  |             |                 |                    |         |          |                    |         |          |
|  |          | APARTMENT                        |             | -115            | -9                 | -2      | -7       | -11                | -7      | -4       |
|  |          | OTHER RETAIL                     |             | -154            | -3                 | -2      | -1       | -13                | -6      | -7       |
|  |          | TOTAL TRANSIT DISCOUNT           |             | -270            | -12                | -4      | -8       | -24                | -13     | -11      |
|  |          | GROSS VEHICLE TRIPS              |             | 2426            | 112                | 35      | 77       | 217                | 121     | 96       |
| OTHER DISCOUNTS (AFTER TRANSIT DISCOUNT) |          |                                  |             |                 |                    |         |          |                    |         |          |
|  |          | MIXED USE (10% OF COMMERCIAL)    |             | -139            | -3                 | -2      | -1       | -12                | -6      | -6       |
|  |          | COMMERCIAL DRIVE-BY (30%)        |             | -375            | -9                 | -5      | -4       | -33                | -16     | -17      |
|  |          | TOTAL OTHER DISCOUNT             |             | -514            | -12                | -7      | -5       | -45                | -22     | -23      |
|  |          | TOTAL DISCOUNT                   |             | -784            | -25                | -12     | -13      | -69                | -35     | -34      |
|  |          | SCOPING NET TRIPS                |             | 1911            | 89                 | 27      | 72       | 173                | 100     | 73       |

|                         |             |           |           |           |            |            |           |
|-------------------------|-------------|-----------|-----------|-----------|------------|------------|-----------|
| <b>IMPACT NET TRIPS</b> | <b>1911</b> | <b>89</b> | <b>27</b> | <b>72</b> | <b>173</b> | <b>100</b> | <b>73</b> |
|-------------------------|-------------|-----------|-----------|-----------|------------|------------|-----------|

|        |   |   |                                    |
|--------|---|---|------------------------------------|
| note 1 | APARTMENT daily t=6.65 x<br>am pk hour t=0.51 x<br>pm pk hour t=0.62 x      | DAILY<br>AM pk hour of adjacent street<br>PM pk hour of adjacent street | 20% in; 80% out<br>65% in; 35% out |
| note 2 | OTHER RETAIL daily t=42.7 x<br>am pk hour t=0.96 x<br>pm peak hour t=3.71 x | DAILY<br>AM pk hour of adjacent street<br>PM pk hour of adjacent street | 62% in; 38% out<br>48% in; 52% out |

# Attachment 3

## Conceptual Site Plan 2501 W. Olympic Boulevard

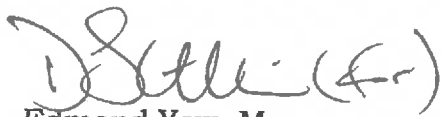




CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCE

**Date:** June 29, 2016

**To:** Mr. Vincent P. Bertoni, Director  
Department of City Planning  
Attn: Gabriela Juarez (City Planning Associate)

  
**From:** Edmond Yew, Manager  
Land Development and GIS Division  
Bureau of Engineering

**Subject: Case No. CPC 2014-4942 (ZC/HD/DB/SPR): 2501 West Olympic Boulevard**

The following recommendations identifying the infrastructure deficiencies adjacent to the application site are submitted for your use for the approval of a Zone Change, Height District, Density Bonus, and Site Plan Review adjoining the area involved:

1. Dedication Required:

**Olympic Boulevard** (Boulevard II) – Dedicate a 5-foot wide strip of land along the property frontage to complete a 55-foot wide half right-of-way in accordance with Boulevard II standards of Mobility Plan 2035, together with 20-foot radius property line returns or 15-foot by 15-foot cut corners at the intersections with Hoover Street and Arapahoe Street.

**Hoover Street** (Avenue II) – Dedicate a 3-foot wide strip of land along Lot 7 Arb 1, Lot 8 Arb 1, Lot 8 Arb 2, and Lot 9 Arb 2, all part of the "Clark And Bryan's Westmoreland" Tract, to complete a 43-foot wide half right-of-way in accordance with Avenue II standards of Mobility Plan 2035.

**Arapahoe Street** (Local Street - Standard) – None.

2. Improvements Required:

**Olympic Boulevard** – Construct additional surfacing to join the existing improvements to provide a 40-foot half roadway in accordance with Mobility Plan 2035, including asphalt concrete pavement, integral concrete curb, 2-foot gutter, and a 15-foot wide concrete sidewalk. Construct access ramps at the corners with Hoover Street and Arapahoe Street to comply with ADA requirements. Close all unused driveways with full height curb, gutter and sidewalk. Upgrade all driveways to comply with ADA requirements. Repair

or replace other existing public improvements that may get damaged during construction of the proposed project. These improvements should suitably transition to join the existing improvements.

**Hoover Street** – Construct additional concrete sidewalk in the newly dedicated area to provide a full width concrete sidewalk in accordance with Avenue II standards of Mobility Plan 2035. Repair and/or replace any broken, off-grade or bad order concrete curb, gutter and sidewalk. Close all unused driveways with full height curb, gutter and sidewalk. Upgrade all driveways to comply with ADA requirements. Repair or replace other existing public improvements that may get damaged during construction of the proposed project. These improvements should suitably transition to join the existing improvements.

**Arapahoe Street** – Repair and/or replace any broken, off-grade or bad order concrete curb, gutter and sidewalk. Close all unused driveways with full height curb, gutter and sidewalk. Upgrade all driveways to comply with ADA requirements. Repair or replace other existing public improvements that may get damaged during construction of the proposed project. These improvements should suitably transition to join the existing improvements.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. Some tree removal in conjunction with the street improvement project may require Board of Public Works approval. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.

Trees: Board of Public Works approval shall be obtained prior to the issuance of the Certificate of Occupancy of the development project, for the removal of any tree in the existing or proposed public right-of-way area associated with the improvement requirements outlined herein. The Bureau of Street Services Urban Forestry Division is the lead agency for obtaining Board of Public Works approval for the removal of such trees.

Notes: Street lighting and street light relocation may be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

Refer to the Department of Transportation regarding traffic signals, signs, and parking meters (213) 482-7024.

Refer to the Fire Department regarding fire hydrants and access units (213) 482-6543.

Department of Transportation may have additional requirements for dedication and improvements.

3. There are existing catch basins in Arapahoe Street, Olympic Boulevard, and Hoover Street. Relocate catch basins per B-Permit Plan check requirements. Roof drainage and surface run-off from the project shall be collected and treated at the site and directed to the streets via drain systems constructed under the sidewalk and through the curb drains or connections to the catch basins.
4. Sewers exist in Arapahoe Street and Hoover Street. Extension of the 6-inch house connection laterals to the new property may be required. CCTV the sewer laterals to verify the current condition of the line. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
5. An investigation by the Bureau of Engineering Central District Office Sewer Counter may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the Central District Office of the Bureau of Engineering (213) 482-7050.
6. Submit shoring and lateral support plans to the Bureau of Engineering Central District Office Excavation Counter for review and approval prior to excavating adjacent to the right-of-way (213) 482-7050.
7. Submit a parking area and driveway plan to the Central District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

Any questions regarding this report may be directed to Sean Mizan of my staff at (213) 202-3486.

cc: James Santa Maria  
Central District Office

